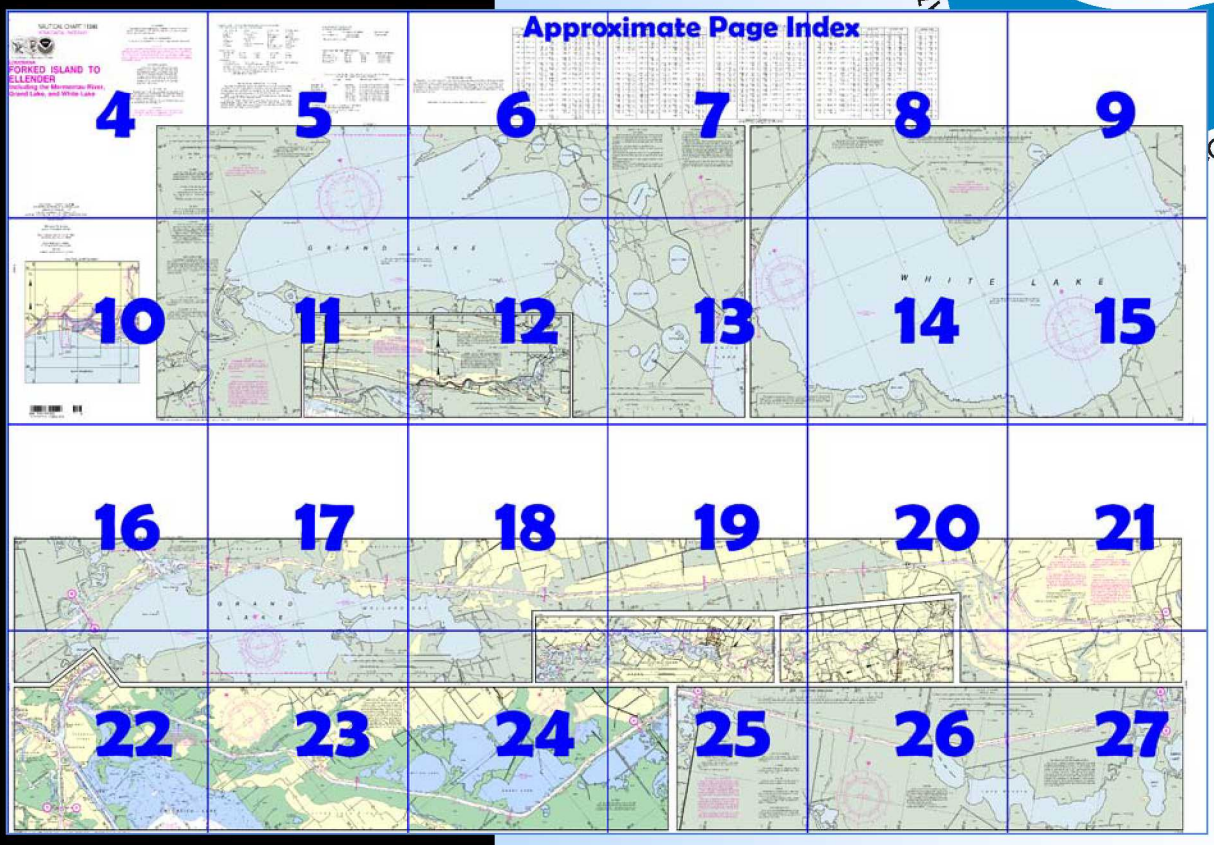
BookletChart™

Forked Island to Ellender

(NOAA Chart 11348)

A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

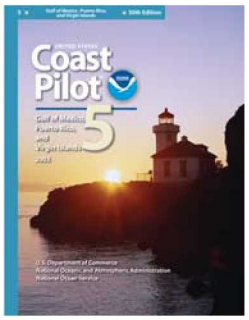
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 5, Chapter 9 excerpts]

(319) **Mermentau River** empties into the Gulf of Mexico 86 miles W of Atchafalaya Bay Entrance E of Calcasieu Pass. The entrance channel shifts frequently and should be approached with caution. From the Gulf, the Mermentau leads E through **Lower Mud Lake** and Upper Mud Lake, thence N into the SW side of Grand Lake, out of the N end of Grand Lake to the Intracoastal Waterway and continuing on 32 miles through **Lake Arthur** to the head of navigation at the junction of **Bayou Nezpique** and **Bayou des Cannes,** where the river is formed.

(393) **Grand Lake,** a summer resort on the NE side of Calcasieu Lake, has numerous private piers.

(394) **Hackberry,** on the NW side of the lake, is an oil drilling center. Both towns have highway connections to Lake Charles.

(395) **Calcasieu River** and **Ship Channel.** N of Calcasieu Pass, the ship channel cuts across points of land along the W side of Calcasieu Lake to a junction with the Calcasieu River at **Choupique Island.** The channel is straight and well marked by lights and lighted ranges.

(396) The Intracoastal Waterway crosses the ship channel at the N end of Choupique Island, at the mouth of the **Calcasieu River,** and continues W through **Choupique Cutoff.** N of the intersection with the Intracoastal Waterway, **Industrial Canal** leads NE to a turning basin. From the junction with Industrial Canal, the ship channel follows the natural channel of Calcasieu River to the N side of **Moss Lake,** thence bypassing the river through a landcut about 1 mile long to the W bend of the river just above Haymark Terminal, thence in the natural channel to Rose Bluff, thence through **Rose Bluff Cutoff** and continuing on the same course through a cut across the S end of **Coon Island;** thence, the E or right fork for about 1.5 miles to the port wharves at Port of Lake Charles. Deep water is along midchannel but, unlike most rivers, the deeper water often favors the points rather than the bends.

(397) **Calcasieu Landing** is on the W bank of the Calcasieu River just N of its junction with Choupique Cutoff. A shipyard here has two 2,000-ton floating drydocks which can handle ships up to 200 feet and barges up to 300 feet long and 55 feet wide with drafts of 14 feet for general repairs. A marine railway at the shipyard can handle vessels up to 200 feet. The yard builds tugs, crew boats, and barges up to 200 feet. There are metal, joiner, machine, and welding shops, a floating crane that can handle craft to 60 tons, and tank cleaning facilities. A fuel dock adjoins the shipyard. Diesel fuel is available on a 24-hour basis at the dock or in midstream by barge. The fuel facility monitors VHF-FM channels 13 and 16 continuously.

(405) The **Port of Lake Charles,** about 32 miles from the Gulf, is opposite Clooney Island on the E bank of Calcasieu River and the N bank of Contraband Bayou. It is the only major port in W Louisiana.

(406) **Lake Charles,** the seat of Calcasieu Parish, is located around the E side of the lake about 34 miles from the Gulf.

(461) **Westlake 11347Westlake** is an industrial suburb of the city of Lake Charles on the W side of the Calcasieu River about 2 miles above the Port of Lake Charles wharves. U.S. Route 90 highway bridge that crosses the river and the N part of Lake Charles near Westlake has a fixed cantilever center span with clearance of 95 feet for a width of 380 feet and a clearance of 135 feet for the middle 200 feet of span. Just N of the highway bridge, the Southern Pacific railroad swing bridge has a clearance of 1 foot. The W opening is protected by a fender system and is the prescribed draw; any craft navigating the E opening does so at its own risk.

Table of Selected Chart Notes

HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection
Scale 1:40,000 at 29°50'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

INTRACOASTAL WATERWAY

Project Depths

12 feet Carrabelle, FL to Brownsville, TX.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Distances

The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, based on zero at Harvey Lock, LA, and are indicated thus: ——•——

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.

CABLE FERRY

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

CAUTION

Gas and Oil Well Structures

Uncharted platforms, gas and oil well structures, pipes, piles and stakes exist within the obstruction areas outlined by dashed magenta lines. Additionally, uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist outside the outlined obstruction areas, and within the limits of this chart.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Gas and Oil Well Structures

Uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist within the limits of this chart.

CAUTION

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Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

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Covered wells may be marked by lighted or unlighted buoys.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Gas and Oil Well Structures

Uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist within the limits of this chart.

INTRACOASTAL WATERWAY

The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway westward from Carrabelle, FL to Brownsville, TX, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

CABLE FERRY

Cable across the river may be at or near the water surface. Mariners should exercise caution when navigating in this area.

Wooded

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

MERMENTAU RIVER

The controlling depth was 9½ feet from the GIWW through Lake Arthur to the junction of Bayous Nezpique and Des Cannes.

Apr. 1997

; Corrected through NM May 31/08, LNM May 27/08

CAUTION

Survey platforms, signs, pipes, piles, and stakes, some submerged, may exist along the maintained channels. Piles and platforms are not charted where they interfere with a light symbol.

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Survey platforms, signs, pipes, piles, and stakes, some submerged, may exist along the maintained channels. Piles and platforms are not charted where they interfere with a light symbol.

Corrected through NM May 31/08, LNM May 27/08

Chart 11348 22nd Ed., May /08 ■
Corrected through NM May 31/08, LNM May 27/08

INLAND WATERWAY

The controlling depth from Schooner Bayou Canal to the Mermentau River via White Lake and Grand Lake was 4 feet.

Mar. 1996

INLAND WATERWAY

The controlling depth from Schooner Bayou Canal to the Mermentau River via White Lake and Grand Lake was 4 feet.

Mar. 1996

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in New Orleans, LA.

Refer to charted regulation section numbers.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

MERMENTAU RIVER

The controlling depth from the Swing Bridge at Grand Chenier (29°46'15" N, 93°00'48" W) to Grand Lake was 3 feet, with shoaling to bare at 29°46'26.00" N, 92°54'52.15" W and 29°46'28.14" N, 92°54'18.34" W; thence 3½ feet through Grand Lake to the Gulf Intracoastal Waterway; thence 9½ feet through Lake Arthur to the junction of Bayous Nezpique and Des Cannes.

Feb 1997 - Jan 2009

CAUTION

WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

RULES OF THE ROAD

(ABRIDGED)

Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.

A motorboat being overtaken has the right-of-way.

Motorboats approaching head to head or nearly so should pass port to port.

When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.

Motorboats must keep to the right in narrow channels when safe and practicable.

Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

MERMENTAU RIVER

The controlling depth from the Swing Bridge at Grand Chenier (29°46'15" N, 93°00'48" W) to Grand Lake was 3 feet, with shoaling to bare at 29°46'26.00" N, 92°54'52.15" W and 29°46'28.14" N, 92°54'18.34" W; thence 3½ feet through Grand Lake to the Gulf Intracoastal Waterway; thence 9½ feet through Lake Arthur to the junction of Bayous Nezpique and Des Cannes.

Feb 1997 - Jan 2009

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — —

TIDAL INFORMATION

Predicted times for high and low tide at the Mermentau River entrance may be obtained by subtracting 1 hour and 54 minutes for high water and 59 minutes for low water from the times listed for Galveston, Texas in the tide table.

In the Intracoastal Waterway, between Forked Island and Ellender, the periodic tide is negligible.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

NAUTICAL CHART 11348

INTRACOASTAL WATERWAY

THE NATION'S CHARTMAKER SINCE 1807

LOUISIANA

FORKED ISLAND TO ELLENDER

Including the Mermentau River, Grand Lake, and White Lake

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at naut.calcharts.noaa.gov.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.752" northward and 0.518" westward to agree with this chart.

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Predicted times for high and low tide at the Mermentau River entrance may be obtained by subtracting 1 hour and 54 minutes for high water and 59 minutes for low water from the times listed for Galveston, Texas in the tide table.

In the Intracoastal Waterway, between Forked Island and Ellender, the periodic tide is negligible.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

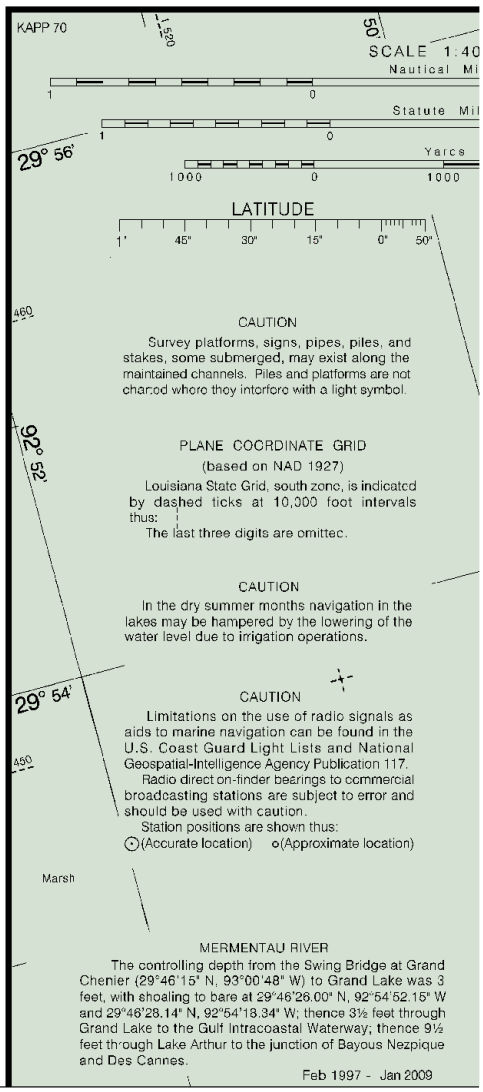


Chart 11348 22nd Ed., May /08 ■
Corrected through NM May 31/08, LNM May 27/08
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

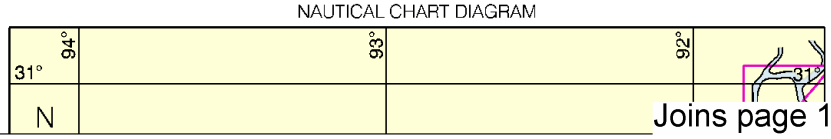
Mercator Projection
Scale 1:40,000 at 29°50'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

HEIGHTS
Heights in feet above Mean High Water.

NAUTICAL CHART DIAGRAM



SIDE B

Joins page 10

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

BREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
ids to Navigation (lights arc white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT -HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

ottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

liscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

21, Wreck, rock, obstruction, or shoal swept clear to the depth ndicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — —

MARINE WEATHER FORECASTS
NATIONAL WEATHER SERVICE

CITY	TELEPHONE NUMBERS	OFFICE HOURS
Lake Charles, LA	(337) 477-5285 *(337) 439-0000	24 hours daily

*Recording (24 hours daily)

NOAA WEATHER RADIO BROADCASTS

CITY	STATION	FREQ. (MHz)	BROADCAST TIMES
Galveston, TX	KHB-40	162.55	24 hours daily
Lake Charles, LA	KHB-42	162.40	24 hours daily
Baton Rouge, LA	KHB-46	162.40	24 hours daily
Lafayette, LA	WXK-80	162.55	24 hours daily

PUBLIC BOATING INSTRUCTION PROGRAMS

The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organ zations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

USPS - I ocal Squadron Commander or USPS Headquarters, 1504 Blue Ridge Road, Raleigh, NC 27607, 888-367-8777

USCGAUX - COMMANDER (OAX), Eighth Coast Guard District, Hale Boggs Federal Building, Suite 1126, 500 Poydras Street, New Orleans, LA 70130, 800-524-8835 or USCG Headquarters, Office of the Chief Director (G-OCX), 2100 Second Street, SW, Wash ngton, DC 20593

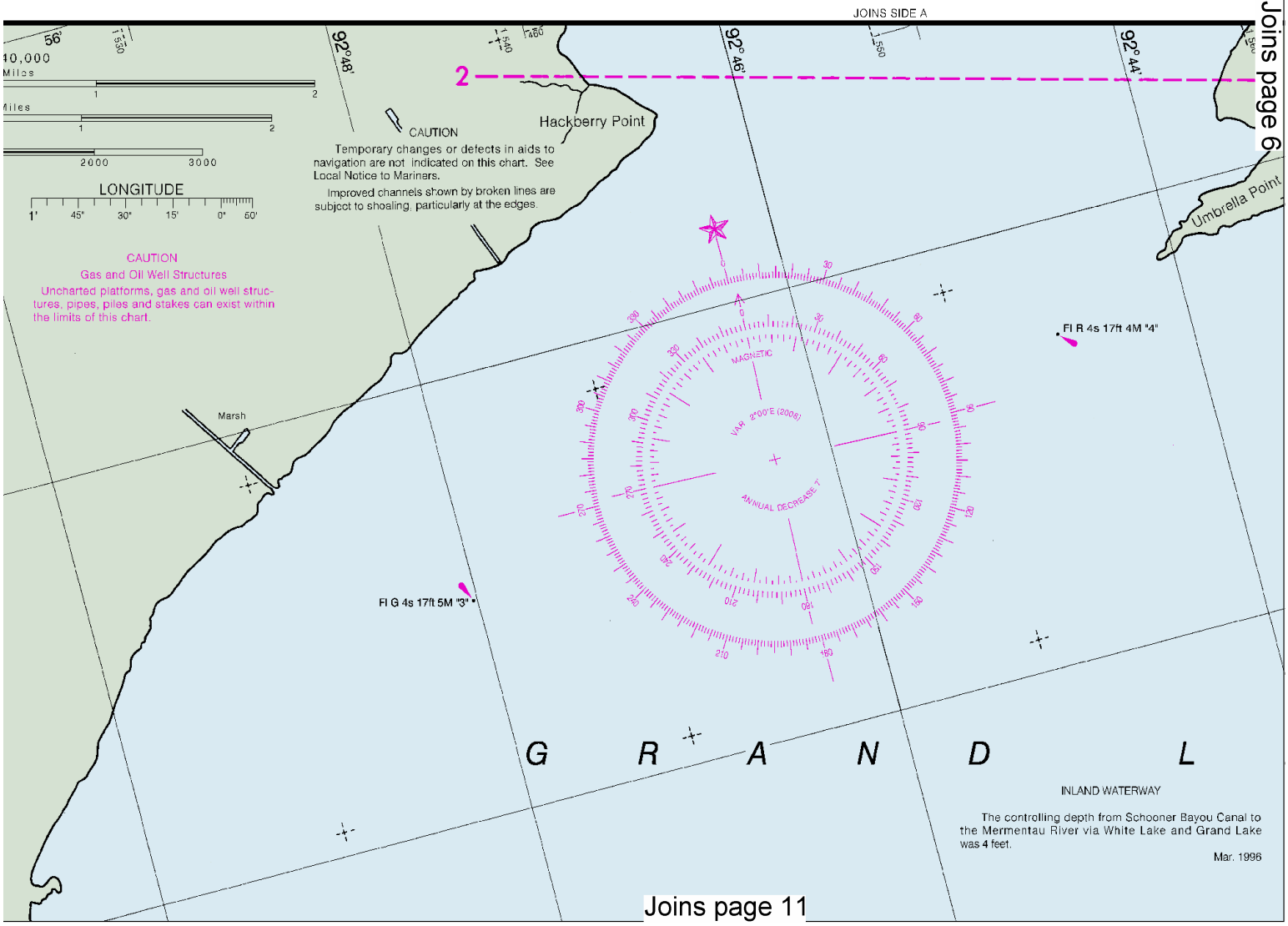
BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS
BY MARINE RADIOTELEPHONE STATIONS

CITY	STATION	FREQ.	BROADCAST TIMES-CST	SPECIAL WARNING
Galveston, TX	NOY	2670 kHz	4:45, 6:45, & 10:45 AM & 4:45 PM	* On receipt
Galveston, TX	"	157.10 MHz	4:45, 6:45, & 10:45 AM & 4:45 PM	
Pecan Island, LA	"	157.10 MHz	4:45, 6:45, & 10:45 AM & 4:45 PM	
Cameron, LA	"	157.10 MHz	4:45, 6:45, & 10:45 AM & 4:45 PM	
Sabine, TX	"	2670 kHz	4:45, 6:45, & 10:45 AM & 4:45 PM	
Sabine, TX	"	157.10 MHz	4:45, 6:45, & 10:45 AM & 4:45 PM	
Morgans Point, TX	"	157.10 MHz	4:45, 6:45, & 10:45 AM & 4:45 PM	
Freeport, TX	"	157.10 MHz	4:45, 6:45, & 10:45 AM & 4:45 PM	

*Preceded by announcement on 2182 kHz and 156.8 MHz
Broadcast one hour later during Daylight Saving Time
Distress calls for small craft are made on 2182 kHz or channel 16 (156.80 MHz) VHF.

NOAA and its partner
and critical corrections.
Editions are available 5-8
about Print-on-Demand
help@NauticalCharts.
help@OceanGrafix.com.

Additiona



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

AL WARNING

On receipt

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

Additional information can be obtained at nauticalcharts.noaa.gov.

JUNE 2008

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1 Su	0332 1953	1.7 -0.6	16 M	0507 2040	1.5 -0.4
2 M	0428 2040	1.8 -0.7	17 Tu	0535 2111	1.5 -0.4
3 Tu	0522 2130	1.9 -0.8	18 W	0604 2144	1.5 -0.4
4 W	0616 2223	1.9 -0.8	19 Th	0637 2218	1.4 -0.4
5 Th	0712 2318	1.8 -0.7	20 F	0713 2253	1.4 -0.3
6 F	0808	1.7	21 Sa	0750 2327	1.4 -0.3
7 Sa	0014 0900	-0.5 1.5	22 Su	0823	1.3
8 Su	0112 0942	-0.2 1.4	23 M	0002 0848	-0.1 1.3
9 M	0213 1012 1713 2045	0.1 1.3 0.8 0.9	24 Tu	0039 0906	0.1 1.2
10 Tu	0321 1034 1748 2321	0.4 1.2 0.5 0.9	25 W	0119 0916 1616 2152	0.3 1.2 0.6 0.8
11 W	0449 1046 1820	0.7 1.2 0.3	26 Th	0206 0916 1640	0.6 1.1 0.2
12 Th	0135 0638 1056 1850	1.1 1.0 1.1 0.0	27 F	0018 0315 0911 1717	1.0 0.9 1.1 -0.1
13 F	0304 0825 1053 1918	1.3 1.0 1.1 -0.1	28 Sa	0154 0529 0842 1800	1.2 1.1 1.2 -0.4
14 Sa	0359 1944	1.4 -0.3	29 Su	0257 1848	1.5 -0.7
15 Su	0437 2012	1.5 -0.4	30 M	0349 1939	1.6 -0.8

JULY 2008

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1 Tu	0436 2031	1.7 -0.9	16 W	0531 2056	1.4 -0.5
2 W	0526 2125	1.7 -0.9	17 Th	0553 0951 1138 2129	1.3 1.2 1.3 -0.4
3 Th	0612 1033 1312 2218	1.6 1.4 1.5 -0.8	18 F	06 5 0953 1243 2201	1.3 1.2 1.3 -0.4
4 F	0655 1110 1426 2310	1.5 1.3 1.4 -0.6	19 Sa	0637 1033 1333 2232	1.3 1.1 1.2 -0.3
5 Sa	0733 1212 1542	1.4 1.1 1.2	20 Su	0657 1125 1431 2305	1.3 1.0 1.1 -0.1
6 Su	0000 0803 1333 1715	-0.4 1.3 1.0 1.1	21 M	07 3 1220 1558 2338	1.2 0.9 1.0 0.1
7 M	0046 0828 1451 1913	0.0 1.2 0.7 0.9	22 Tu	0726 13 2 1805	1.2 0.7 0.9
8 Tu	0136 0847 1552 2133	0.3 1.1 0.4 0.0	23 W	00 2 0732 1401 2020	0.3 1.1 0.4 0.0
9 W	0228 0901 1641	0.6 1.1 0.2	24 Th	0048 0730 1451 2251	0.6 1.1 0.2 1.0
10 Th	0017 0407 0906 1722	1.0 0.9 1.1 0.0	25 F	0129 07 8 1543	0.9 1.2 -0.1
11 F	0238 1759	1.2 -0.2	26 Sa	0635 1639	1.3 -0.4
12 Sa	0332 1835	1.3 -0.3	27 Su	0231 1738	1.4 -0.5
13 Su	0409 1910	1.4 -0.4	28 M	03 8 1835	1.6 -0.7
14 M	0441 1946	1.4 -0.4	29 Tu	0401 1933	1.6 -0.7
15 Tu	0509 2021	1.4 -0.4	30 W	0440 2029	1.6 -0.7
			31 Th	05 5 09 8 1238 2122	1.5 1.4 1.5 -0.6

AUGUST 2008

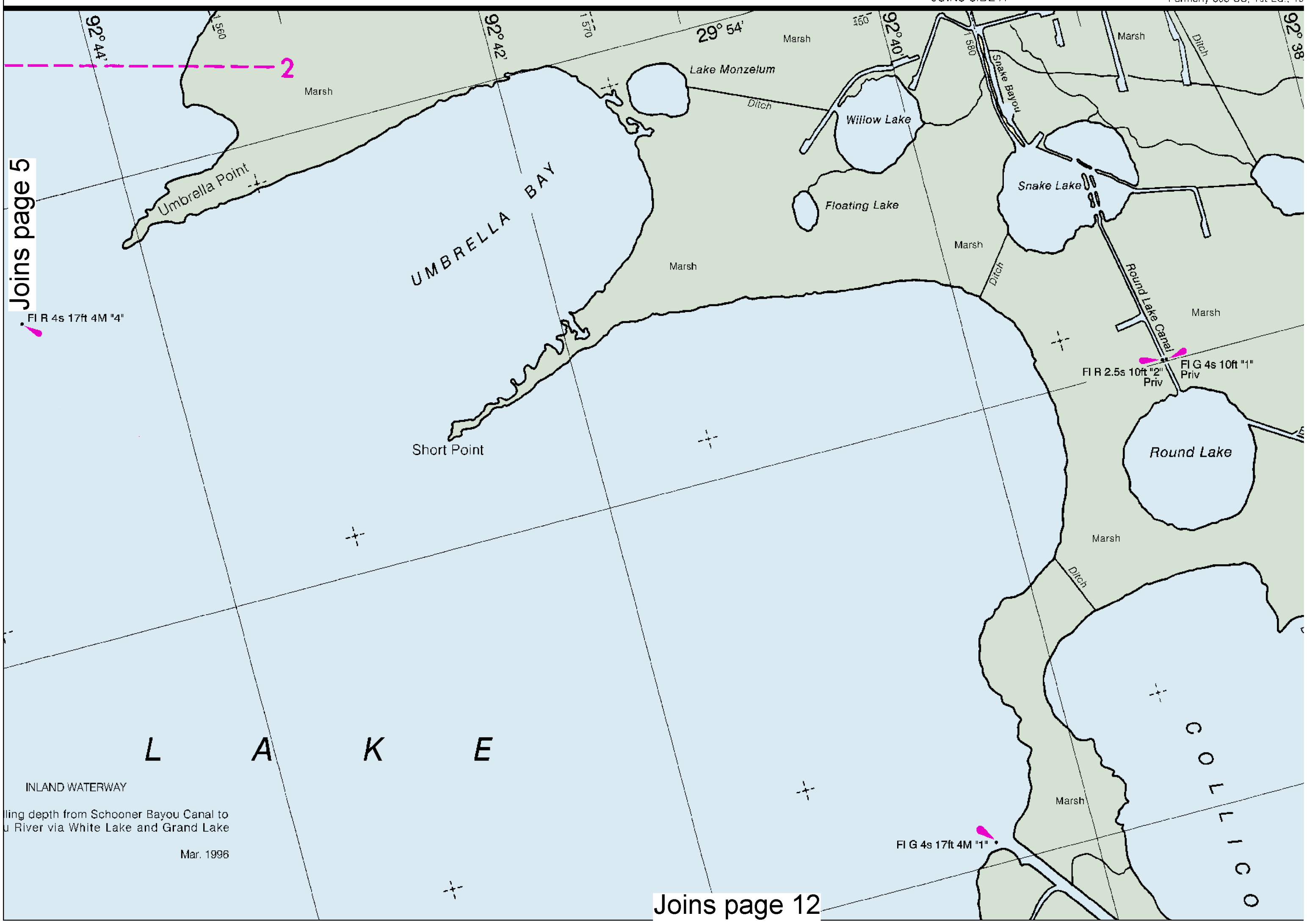
Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1 F	0544 0951 1359 2211	1.4 1.3 1.4 -0.5	16 Sa	0519 0929 1349 2142	1.4 1.2 1.3 0.0
2 Sa	0609 1041 1516 2257	1.4 1.1 1.3 -0.2	17 Su	0530 1008 1459 2214	1.4 1.1 1.3 0.1
3 Su	0630 1136 1637 2340	1.3 0.9 1.2 0.1	18 M	0540 1049 1618 2248	1.3 0.9 1.2 0.4
4 M	0646 1236 1806	1.2 0.7 1.1	19 Tu	0548 1132 1748 2323	1.3 0.7 1.2 0.6
5 Tu	0021 0703 1333 1952	0.4 1.2 0.5 1.0	20 W	0551 1217 1923	1.3 0.4 1.2
6 W	0059 0713 1427 2155	0.7 1.1 0.3 1.1	21 Th	0001 0548 1306 2112	0.9 1.3 0.2 1.3
7 Th	0137 0713 1519	1.0 1.2 0.1	22 F	0040 0534 1402 2316	1.2 1.4 0.0 1.5
8 F	0226 1610	1.2 0.0	23 Sa	0119 0503 1504	1.4 1.5 -0.1
9 Sa	0253 1701	1.4 -0.1	24 Su	0413 1613	1.6 -0.2
10 Su	0329 1751	1.5 -0.1	25 M	0254 1723	1.7 -0.3
11 M	0405 1836	1.5 -0.2	26 Tu	0324 1831	1.7 -0.3
12 Tu	0436 1922	1.5 -0.2	27 W	0350 1933	1.7 -0.3
13 W	0454 2002	1.5 -0.2	28 Th	0411 0834 1204 2028	1.6 1.5 1.6 -0.2
14 Th	0502 0921 1121 2037	1.4 1.3 1.4 -0.2	29 F	0428 0900 1831 2117	1.6 1.3 1.6 0.0
15 F	0509 0900 1241 2110	1.4 1.3 1.4 -0.1	30 Sa	0443 0939 1449 2202	1.5 1.1 1.5 0.2
			31 Su	0458 1021 1604 2243	1.4 0.9 1.5 0.5

SEPTEMBER 2008

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1 M	0510 1103 1720 2322	1.4 0.7 1.4 0.8	16 Tu	0409 1014 1713 2242	1.5 0.6 1.6 1.1
2 Tu	0521 1145 1840 2359	1.4 0.5 1.4 1.0	17 W	0412 1051 1830 2324	1.5 0.4 1.7 1.3
3 W	0527 1226 2005	1.4 0.4 1.4	18 Th	0409 1140 1852	1.6 0.2 1.8
4 Th	0037 0522 1309 2143	1.3 1.4 0.3 1.5	19 F	0008 0359 1231 2125	1.5 1.7 0.0 1.8
5 F	0113 0416 1357	1.3 1.4 0.2	20 Sa	0053 0342 1330 2318	1.7 1.8 0.0 1.9
6 Sa	0210 1453	1.6 0.2	21 Su	0138 0312 1439	1.8 1.9 0.0
7 Su	0241 1536	1.6 0.2	22 M	0140 1557	1.9 0.0
8 M	0318 1701	1.7 0.2	23 Tu	0219 1717	1.9 0.1
9 Tu	0348 1801	1.7 0.2	24 W	0239 1629	1.8 0.2
10 W	0356 1851	1.7 0.2	25 Th	0253 0809 1130 1931	1.8 1.5 1.6 0.3
11 Th	0350 1933	1.6 0.2	26 F	0305 0625	1.7 1.3
12 F	0349 0837 1214 2011	1.5 1.4 1.5 0.3	27 Sa	0316 0853 1426 2112	1.6 1.1 1.7 0.7
13 Sa	0353 0841 1333 2047	1.5 1.3 1.5 0.4	28 Su	0326 0924 1539 2154	1.6 0.9 1.7 0.9
14 Su	0359 0905 1447 2123	1.5 1.1 1.6 0.6	29 M	0335 0955 1646 2235	1.6 0.7 1.7 1.2
15 M	0405 0937 1559 2201	1.5 0.9 1.6 0.8	30 Tu	0342 1027 1749 2314	1.6 0.5 1.8 1.4

JOINS SIDE A

Formerly 883-SC, 1st Ed., 19



Joins page 5

Joins page 12

Printed at reduced scale.

SCALE 1:40,000

See Note on page 5.

Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

GALVESTON (Galveston Channel), TEXAS

Predicted times and heights of high and low water–Eastern Standard Time. For Daylight Saving time, add 1 hour.
To predict local tide, apply the time difference listed in the facility tabulations to these tide predictions.

OCTOBER 2008

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1	0345	1.6	16	0232	1.7
W	1059	0.4	Th	1027	0.0
	1852	1.8		1847	2.1
	2353	1.5		2335	1.7
2	0337	1.6	17	0232	1.8
Th	1133	0.3	F	1115	-0.1
	1956	1.8		2000	2.1
3	0030	1.6	18	0019	1.8
F	0258	1.7	Sa	0233	1.9
	1211	0.3		1210	-0.1
	2109	1.8		2124	2.0
4	1255	0.3	19	1312	-0.1
Sa			Su	2304	2.0
5	0208	1.8	20	1424	0.1
Su	1348	0.4	M		
6	0235	1.8	21	0030	1.9
M	1450	0.4	Tu	1544	0.2
7	0251	1.8	22	0104	1.8
Tu	1559	0.5	W	1707	0.4
8	0236	1.8	23	0121	1.7
W	1706	0.5	Th	0729	1.4
				1043	1.5
				1822	0.6
9	0220	1.7	24	0134	1.6
Th	1803	0.5	F	0743	1.2
				1238	1.5
				1927	0.8
10	0218	1.7	25	0145	1.6
F	0831	1.4	Sa	0806	0.9
	1121	1.5		1407	1.6
	1853	0.6		2023	1.0
11	0220	1.6	26	0154	1.5
Sa	0800	1.3	Su	0834	0.6
	1300	1.5		1520	1.7
	1940	0.6		2115	1.2
12	0224	1.6	27	0201	1.5
Su	0809	1.0	M	0900	0.4
	1418	1.6		1621	1.8
	2025	0.9		2203	1.3
13	0228	1.6	28	0206	1.5
M	0833	0.7	Tu	0926	0.3
	1528	1.8		1714	1.8
	2112	1.1		2249	1.5
14	0230	1.6	29	0206	1.6
Tu	0906	0.4	W	0953	0.2
	1634	1.9		1802	1.8
	2200	1.4		2329	1.5
15	0232	1.6	30	0157	1.6
W	0944	0.2	Th	1022	0.1
	1740	2.0		1848	1.8
	2246	1.6			
			31	1055	0.1
			F	1936	1.8

NOVEMBER 2008

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1	1132	0.1	16	02 4	1.8
Sa	2037	1.7	Su	1159	-0.4
	2351	1.6		21 2	1.8
2	0147	1.7	17	0037	1.6
Su	1213	0.2	M	0241	1.7
				1301	-0.3
				2222	1.7
3	0207	1.7	18	1408	0.0
M	1300	0.2	Tu	2309	1.6
4	0212	1.7	19	1524	0.2
Tu	1352	0.3	W	2337	1.4
5	0029	1.6	20	0620	1.1
W	1449	0.4	Th	0929	1.2
				1646	0.5
				2355	1.4
6	0030	1.6	21	0642	0.8
Th	1551	0.5	F	1154	1.2
				18 0	0.7
7	0036	1.6	22	0009	1.3
F	1657	0.7	Sa	07 1	0.5
				1343	1.3
				1928	0.9
8	0041	1.5	23	0020	1.3
Sa	0718	1.0	Su	0740	0.2
	1211	1.3		1503	1.4
	1804	0.8		2039	1.1
9	0045	1.4	24	0027	1.3
Su	0711	0.7	M	0807	0.0
	1341	1.4		1602	1.5
	1911	1.0		2146	1.2
10	0047	1.4	25	0029	1.3
M	0730	0.4	Tu	0833	-0.1
	1452	1.6		1649	1.6
	2015	1.2			
11	0047	1.4	26	0859	-0.2
Tu	0801	0.1	W	1727	1.6
	1554	1.8			
	2115	1.4			
12	0049	1.5	27	0927	-0.3
W	0839	-0.2	Th	1803	1.6
	1652	1.9			
	2209	1.5			
13	0054	1.6	28	0957	-0.3
Th	0922	-0.4	F	1840	1.5
	1750	2.0			
	2251	1.6			
14	0110	1.7	29	1031	-0.3
F	1010	-0.5	Sa	1922	1.5
	1852	2.0		2247	1.3
	2323	1.6			
15	0139	1.7	30	0122	1.4
Sa	1102	-0.5	Su	1107	-0.2
	1959	1.9		20 2	1.4
	2352	1.7		2301	1.3

DECEMBER 2008

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1	0146	1.4	16	0020	1.1
M	1144	-0.2	Tu	0354	1.2
	2106	1.4		1249	-0.5
	2339	1.2		2114	1.2
2	0156	1.3	17	0225	0.9
Tu	1229	-0.1	W	0529	1.0
	2152	1.3		1348	-0.2
				2144	1.1
3	1303	0.0	18	0410	0.7
W	2223	1.3	Th	0758	0.8
				1453	0.2
				2207	1.0
4	1346	0.2	19	0507	0.4
Th	2241	1.2	F	1034	0.6
5	1436	0.4	20	0551	0.1
F	2251	1.1	Sa	1257	0.9
				1911	0.7
				2237	0.9
6	0615	0.6	21	0629	-0.2
Sa	1055	0.8	Su	1437	1.1
	1542	0.6		1959	0.8
	2255	1.1		2242	0.9
7	0559	0.3	22	0703	-0.4
Su	1254	1.0	M	1539	1.2
	1712	0.8			
	2254	1.1			
8	0620	0.0	23	0735	-0.5
M	1413	1.2	Tu	1624	1.2
	1859	1.0			
	2249	1.1			
9	0652	-0.3	24	0807	-0.6
Tu	1514	1.4	W	1700	1.3
	2034	1.1			
	2244	1.2			
10	0734	-0.6	25	0838	-0.6
W	1606	1.6	Th	1730	1.2
11	0820	-0.8	26	0910	-0.7
Th	1700	1.6	F	1759	1.2
12	0909	-1.0	27	0942	-0.6
F	1754	1.6	Sa	1830	1.1
	2213	1.3		2145	1.0
13	0049	1.4	28	0101	1.1
Sa	1002	-1.0	Su	1015	-0.6
	1849	1.5		1901	1.1
	2235	1.4		2204	1.0
14	0150	1.5	29	0135	1.1
Su	1056	-0.9	M	1048	-0.6
	1945	1.4		1933	1.0
	2312	1.3		2247	0.9
15	0249	1.4	30	0159	1.0
M	1152	-0.7	Tu	1120	-0.5
	2035	1.3		2002	1.0
				2353	0.8
			31	0220	0.9
			W	1152	-0.4

JANUARY 2009

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1	0108	0.5	16	0244	0.1
Th	0319	0.7	F	0857	0.6
	1223	-0.2		1416	0.3
	2034	0.9		2024	0.7
2	0228	0.5	17	0349	-0.2
F	0544	0.8	Sa	1117	0.7
	1258	0.1		1552	0.6
	2045	0.9		2035	0.7
3	0319	0.3	18	0445	-0.4
Sa	0918	0.5	Su	1346	0.8
	1339	0.3			
	2046	0.9			
4	0402	0.0	19	0536	-0.5
Su	1144	0.6	M	1505	1.0
	1436	0.5			
	2034	0.9			
5	0446	-0.3	20	0622	-0.6
M	1330	0.9	Tu	1554	1.0
	1627	0.9			
	1955	0.9			
6	0533	-0.8	21	0706	-0.7
Tu	1435	1.1	W	1635	1.0
7	0624	-0.8	22	0746	-0.7
W	1526	1.2	Th	1706	1.0
8	0717	-1.0	23	0824	-0.7
Th	1613	1.3	F	1728	0.9
				2119	0.8
				2355	0.9
9	0811	-1.1	24	0858	-0.7
F	1658	1.3	Sa	1740	0.9
	2102	1.1		2042	0.8
10	0006	1.2	25	0052	0.9
Sa	0805	-1.2	Su	0929	-0.7
	1740	1.2		1752	0.9
	2127	1.0		2109	0.8
11	0124	1.2	26	0139	0.9
Su	0958	-1.1	M	0959	-0.6
	1818	1.1		1807	0.8
	2209	0.9		2153	0.7
12	0237	1.1	27	0227	0.8
M	1050	-0.9	Tu	1026	-0.5
	1851	1.0		1823	0.8
	2308	0.7		2241	0.6
13	0352	1.0	28	0322	0.8
Tu	1140	-0.7	W	1057	-0.4
	1920	0.9		1838	0.8
				2330	0.5
14	0015	0.5	29	0432	0.7
W	0518	0.8	Th	1127	-0.2
	1230	-0.4		1850	0.7
	1945	0.8			
15	0130	0.3	30	0018	0.3
Th	0657	0.7	F	0602	0.6
	1320	0.0		1159	0.0
	2006	0.8		1857	0.7
			31	0107	0.1
			Sa	0751	0.6
				1234	0.3
				1853	0.7

FEBRUARY 2009

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1	0158	-0.1	16	0332	-0.4
Su	0953	0.6	M	1350	1.0
	1313	0.5			
	1835	0.8			
2	0254	-0.4	17	0435	-0.4
M	1801	0.8	Tu	1505	1.0
3	0356	-0.6	18	0537	-0.4
Tu	1714	1.0	W	1555	1.1
4	0501	-0.7	19	0634	-0.4
W	1452	1.1	Th	1633	1.0
5	0606	-0.9	20	0723	-0.4
Th	1533	1.1	F	1648	1.0
6	0709	-1.0	21	0805	-0.4
F	1608	1.1	Sa	1642	1.0
	2003	1.0		2034	0.9
	2306	1.1			
7	0808	-1.0	22	0019	1.0
Sa	1638	1.1	Su	0840	-0.4
	2026	0.9		1641	0.9
				2038	0.8
8	0043	1.1	23	0122	1.0
Su	0903	-0.9	M	0911	-0.3
	1704	1.0		1647	0.9
	2100	0.8		2109	0.7
9	0203	1.1	24	0222	1.0
M	0954	-0.8	Tu	0940	-0.2
	1727	0.9		1656	0.9
	2158	0.6		2144	0.6
10	0320	1.0	25	0323	0.9
Tu	1042	-0.5	W	1011	-0.1
	1747	0.9		1706	0.9
	2252	0.4		2220	0.4
11	0438	1.0	26	0429	0.9
W	1129	-0.2	Th	1043	0.1
	1807	0.8		1714	0.9
	2346	0.2		2250	0.2
12	0600	0.9	27	0539	0.9
Th	1215	0.1	F	1117	0.3
	1824	0.8		1717	0.9
				2338	0.0
13	0041	0.0	28	0657	1.0
F	0729	0.8	Sa	1155	0.6
	1303	0.4		1713	0.9
	1837	0.8			
14	0136	-0.2			
Sa	0911	0.8			
	1400	0.6			
	1842	0.8			
15	0232	0.3			
Su	1113	0.9			

MARCH 2009

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1	0022	-0.2	16	0124	-0.2
Su	0823	1.0	M	1030	1.3
	1234	0.8			
	1658	1.0			
2	0113	-0.3	17	02 9	-0.1
M	1001	1.1	Tu	1304	1.3
	1315	1.0			
	1640	1.1			
3	0213	-0.4	18	0325	-0.1
Tu	1155	1.2	W	1455	1.3
	1355	1.1			
	1627	1.2			
4	0323	-0.5	19	0439	0.0
W	1400	1.2	Th	1532	1.3
5	0440	-0.5	20	0549	0.0
Th	1444	1.3	F	1533	1.2
6	0556	-0.5	21	0646	0.0
F	1507	1.3	Sa	15 8	1.2
				2039	1.0
				2323	1.1
7	0705	-0.5	22	0733	0.1
Sa	1526	1.2	Su	15 4	1.1
	1850	1.0		20 8	1.0
8	0002	1.2	23	0048	1.1
Su	0805	-0.4	M	08 2	0.2
	1544	1.1		15 8	1.1
	2024	0.9		2027	0.8
9	0131	1.2	24	0158	1.2
M	0800	-0.2	Tu	0848	0.3
	1600	1.1		1524	1.1
	2105	0.6		2049	0.6
10	0250	1.2	25	0303	1.2
Tu	0949	0.0	W	0924	0.4
	1616	1.0		1531	1.1
	2147	0.4		21 7	0.4
11	0404	1.3	26	0406	1.3
W	1037	0.2	Th	1002	0.6
	1631	1.0		1535	1.1
	2230	0.2		2149	0.2
12	0516	1.3	27	0508	1.4
Th	1123	0.5	F	1043	0.8
	1645	1.0		1537	1.1
	2311	0.0		2225	0.0
13	0627	1.3	28	06 1	1.5
F	1211	0.7	Sa	1125	1.0
	1655	1.0		1534	1.2
	2353	-0.1		2306	-0.2
14	0740	1.3	29	07 8	1.5
Sa	1304	0.9	Su	1209	1.2
	1656	1.0		1525	1.3
				2352	-0.3
15	0036	0.2	30	0831	1.5
Su	0859	1.3	M	1252	1.3
				15 8	1.4
			31	0046	-0.3
			Tu	0955	1.5

APRIL 2009

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1	0149	-0.3	16	0219	0.2
W	1132	1.5	Th	1301	1.4
2	0302	-0.2	17	0325	0.3
Th	1255	1.5	F	1319	1.4
3	0424	-0.1	18	0436	0.4
F	1334	1.4	Sa	1324	1.4
4	0546	0.0	19	0543	0.5
Sa	1356	1.4	Su	1331	1.3
	1926	1.1		1955	1.0
	2316	1.3		2355	1.2
5	0659	0.2	20	0642	0.6
Su	1412	1.3	M	1338	1.3
	1947	0.9		1943	0.8
6	0102	1.3	21	0122	1.2
M	0802	0.3	Tu	0736	0.7
	1426	1.3		1344	1.2
	2019	0.7		1953	0.6
7	0225	1.4	22	0233	1.4
Tu	0859	0.5	W	0827	0.9
	1442	1.2		1348	1.2
	2054	0.4		2015	0.4
8	0337	1.5	23	0335	1.5
W	0952	0.6	Th	0919	1.0
	1455	1.2		1350	1.3
	2126	0.2		2044	0.1
9	0442	1.6	24	0432	1.7
Th	1042	1.0	F	1010	1.2
	1506	1.2		1349	1.3
	2202	0.0		2119	-0.1
10	0541	1.6	25	0527	1.8
F	1135	1.1	Sa	1100	1.3
	1513	1.3		1346	1.4
	2236	-0.1		2159	-0.3
11	0636	1.6	26	0623	1.8
Sa	1232	1.2	Su	2245	-0.4
	1509	1.3			
	2312	-0.1			
12	0734	1.6	27	0724	1.8
Su	2350	-0.1	M	2335	-0.4
13	0833	1.6	28	0830	1.8
M			Tu		
14	0032	0.0	29	0031	-0.3
Tu	0942	1.5	W	0942	1.7
15	0121	0.1	30	0135	0.2
W	1111	1.5	Th	1051	1.6

MAY 2009

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1	0248	0.0	16	0212	0.3
F	1140	1.5	Sa	1117	1.4
2	0406	0.2	17	0306	0.5
Sa	1212	1.4	Su	1136	1.3
	1838	1.1		1929	0.9
	2224	1.2		2225	1.0
3	0531	0.5	18	0410	0.7
Su	1233	1.4	M	1148	1.3
	1901	0.8		1651	0.7
4	0029	1.3	19	0032	1.1
M	0652	0.7	Tu	0530	0.9
	1250	1.3		1154	1.2
	1931	0.5		1651	0.5
5	0203	1.4	20	0156	1.3
Tu	0808	0.9	W	0659	1.0
	1304	1.3		1155	1.2
	2002	0.3		1910	0.2
6	0318	1.5	21	0259	1.5
W	0913	1.1	Th	0625	1.2
	1315	1.3		1150	1.3
	2033	0.0		1939	-0.1
7	0418	1.7	22	0353	1.7
Th	1017	1.2	F	2015	-0.3
	1323	1.3			
	2104	-0.1			
8	0509	1.7	23	0443	1.8
F	1122	1.3	Sa	2057	-0.5
	1322	1.4			
	2134	-0.2			
9	0554	1.8	24	0534	1.9
Sa	2206	-0.2	Su	2143	-0.6
10	0637	1.7	25	0627	1.9
Su	2240	-0.2	M	2233	-0.6
11	0721	1.7	26	0722	1.8
M	2316	-0.1	Tu	2326	-0.6
12	0809	1.6	27	0818	1.7
Tu	2355	0.0	W		
13	0903	1.5	28	0023	-0.4
W			Th	0910	1.6
14	0038	0.1	29	0122	-0.1
Th	1000	1.5	F	0953	1.5
15	0123	0.2	30	0227	0.2
F	1047	1.4	Sa	1025	1.4
				1712	0.9
				2110	1.0
			31	0341	0.5
			Su	1049	1.3
				1751	0.6
				2337	1.1

Time meridian 90° W. 0000 is midnight. 1200 is noon.
Heights are referred to mean lower low water which is the chart datum of soundings.
On days when the tide is diurnal, high water has an approximate stand of about 7 hours.
Predictions are for beginning of stand.

1972

RULES OF THE ROAD

(ABRIDGED)

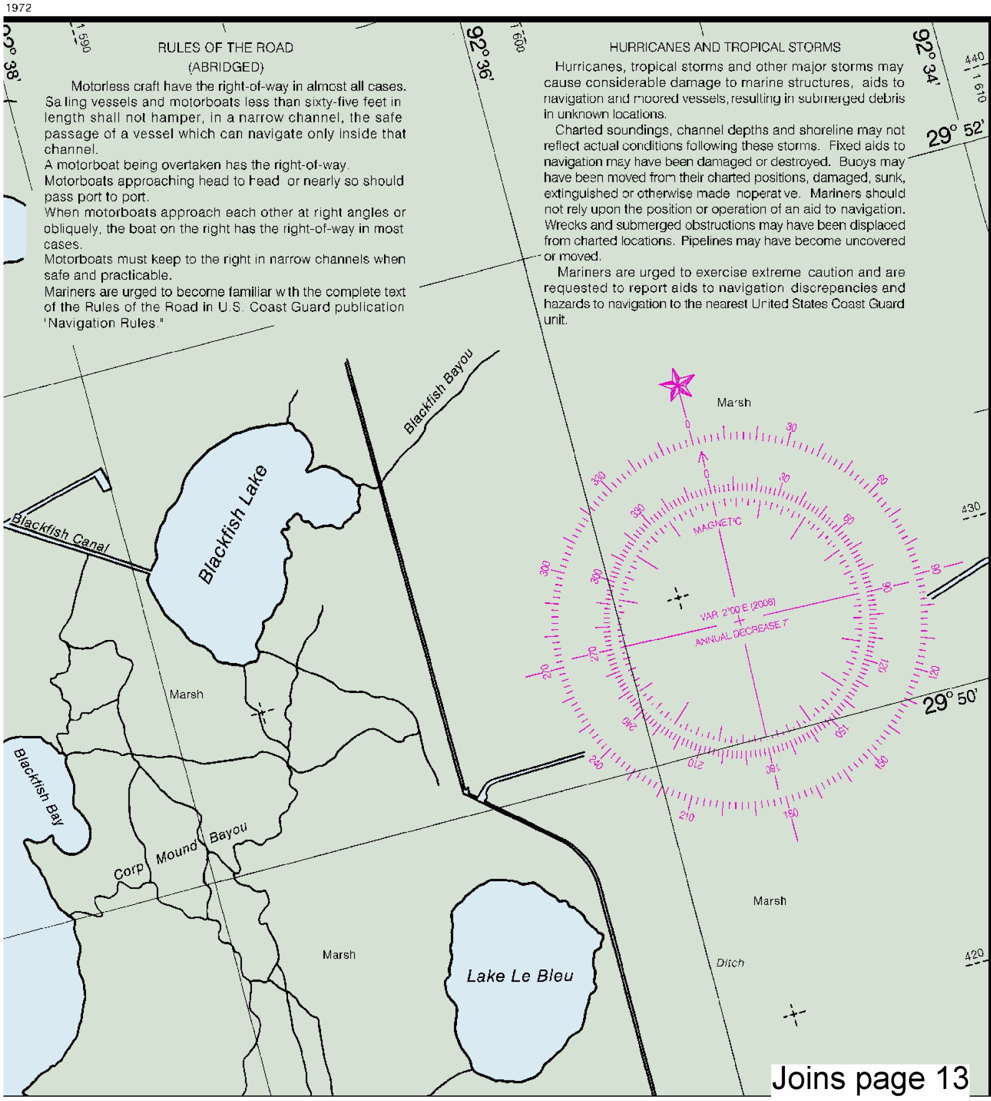
Motorless craft have the right-of-way in almost all cases.
Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.
A motorboat being overtaken has the right-of-way.
Motorboats approaching head to head or nearly so should pass port to port.
When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.
Motorboats must keep to the right in narrow channels when safe and practicable.
Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

HURRICANES AND TROPICAL STORMS

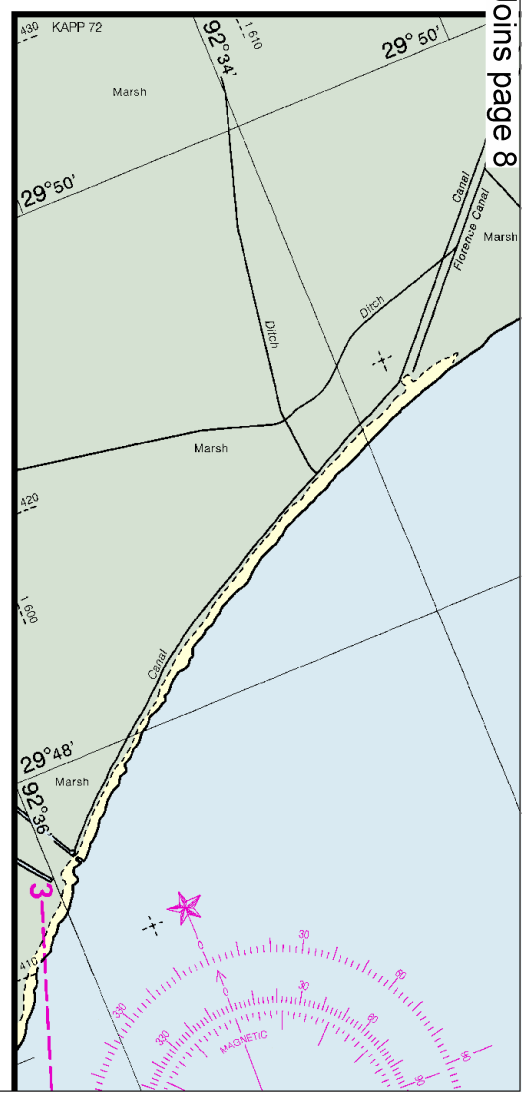
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.



Joins page 13



Joins page 8

time, add 1 hour.
predictions.

MAY 2009

Day	Time	Ht.	Day	Time	Ht.
	h.m.	ft.		h.m.	ft.
1 F	0248	0.5	16 Sa	0212	0.3
	1140	1.5		1117	1.4
2 Sa	0406	0.2	17 Su	0306	0.5
	1212	1.4		1136	1.3
	1838	1.1		1929	0.9
	2224	1.2		2225	1.0
3 Su	0531	0.5	18 M	0410	0.7
	1233	1.4		1149	1.3
	1901	0.9		1851	0.7
4 M	0629	1.3	19 Tu	0502	1.1
	0652	0.7		0530	0.9
	1250	1.3		1154	1.2
	1931	0.5		1851	0.5
5 Tu	0693	1.4	20 W	0156	1.3
	0808	0.9		0559	1.0
	1304	1.3		1155	1.2
	2002	0.3		1910	0.2
6 W	0316	1.5	21 Th	0259	1.5
	0913	1.1		0623	1.2
	1315	1.3		1150	1.3
	2033	0.0		1939	0.1
7 Th	0418	1.7	22 F	0353	1.7
	1017	1.2		2013	0.3
	1322	1.3			
	2104	-0.1			
8 F	0509	1.7	23 Sa	0443	1.6
	1132	1.3		2057	0.5
	1352	1.4			
	2134	-0.2			
9 Sa	0554	1.9	24 Su	0534	1.9
	2206	-0.2		2143	0.6
10 Su	0637	1.7	25 M	0627	1.9
	2240	-0.2		2233	0.6
11 M	0721	1.7	26 Tu	0722	1.8
	2316	-0.1		2326	0.6
12 Tu	0809	1.6	27 W	0818	1.7
	2355	0.0			
13 W	0903	1.5	28 Th	0023	-0.4
				0910	1.6
14 Th	0038	0.1	29 F	0122	-0.1
	1000	1.5		0953	1.5
15 F	0123	0.2	30 Sa	0227	0.2
	1047	1.4		1025	1.4
				1712	0.9
				2110	1.0
			31 Su	0341	0.5
				1049	1.3
				1751	0.6
				2337	1.1

JUNE 2009

Day	Time	Ht.	Day	Time	Ht.
	h.m.	ft.		h.m.	ft.
1 M	0514	0.8	16 Tu	0240	0.7
	1108	1.2		1000	1.1
	1828	0.3		1733	0.9
2 Tu	0136	1.2	17 W	0411	1.0
	0657	1.0		0402	0.8
	1123	1.2		0952	1.1
	1904	0.6		1755	0.8
3 W	0308	1.4	18 Th	0523	1.3
	0835	1.1		0539	1.1
	1151	1.2		0913	1.2
	1936	0.2		1629	0.5
4 Th	0359	1.6	19 F	0615	1.5
	2010	0.3		1909	0.5
5 F	0445	1.6	20 Sa	0401	1.6
	2041	0.4		1954	0.7
6 Sa	0524	1.6	21 Su	0447	1.7
	2112	0.4		2042	0.8
7 Su	0559	1.6	22 M	0534	1.7
	2144	0.4		2134	0.9
8 M	0632	1.5	23 Tu	0621	1.6
	2217	0.3		1029	1.4
				1317	1.5
				2227	0.8
9 Tu	0708	1.5	24 W	0705	1.5
	2252	0.3		1110	1.3
				1431	1.4
				2320	0.6
10 W	0745	1.4	25 Th	0744	1.4
	2327	0.2		1215	1.2
				1553	1.3
11 Th	0822	1.4	26 F	0813	0.4
				0617	1.3
				1340	1.0
				1738	1.1
12 F	0002	-0.1	27 Sa	0106	0.0
	0855	1.3		0644	1.2
13 Sa	0036	0.1	28 Su	0204	0.3
	0923	1.3		0907	1.2
14 Su	0112	0.3	29 M	0315	0.7
	0943	1.2		0926	1.1
15 M	0150	0.5	30 Tu	0440	1.1
	0956	1.2		0617	1.0
	1721	0.8		0940	1.1
	2311	0.8		1749	0.2

JULY 2009

Day	Time	Ht.	Day	Time	Ht.
	h.m.	ft.		h.m.	ft.
	0030	1.3	16 Th	0559	1.2
W	1831	-0.3		1705	-0.3
2 Th	0334	1.4	17 F	0246	1.3
	1911	-0.4		1755	-0.5
3 F	0420	1.5	18 Sa	0326	1.5
	1948	-0.5		1847	-0.7
4 Sa	0459	1.5	19 Su	0406	1.5
	2023	-0.5		1941	-0.8
5 Su	0532	1.4	20 M	0446	1.6
	2057	-0.5		0941	1.4
				1101	1.5
				2035	-0.8
6 M	0556	1.4	21 Tu	0521	1.5
	2129	-0.4		0903	1.4
				1240	1.5
				2129	-0.8
7 Tu	0620	1.3	22 W	0553	1.4
	1032	1.2		0947	1.3
	1219	1.3		1404	1.4
	2200	-0.4		2220	-0.6
8 W	0641	1.3	23 Th	0621	1.3
	1032	1.1		1045	1.1
	1313	1.2		1528	1.3
	2251	0.3		2311	0.5
9 Th	0703	1.3	24 F	0646	1.3
	1119	1.0		1150	0.8
	1350	1.1		1658	1.2
	2300	-0.2			
10 F	0724	1.2	25 Sa	0000	0.0
	2329	-0.1		0706	1.2
				1259	0.8
				1840	1.1
11 Sa	0744	1.2	26 Su	0050	0.3
	2356	0.1		0728	1.4
				1456	0.3
				2037	1.0
12 Su	0800	1.2	27 M	0145	0.7
	1434	0.6		0745	1.4
	1931	0.7		1510	0.1
				2052	1.1
13 M	0028	0.4	28 Tu	0308	1.0
	0810	1.1		0754	1.1
	1917	0.5		1609	-0.1
	2116	0.7			
14 Tu	0059	0.6	29 W	0119	1.3
	0809	1.1		1704	-0.2
	1941	0.2			
15 W	0749	1.1	30 Th	0245	1.4
	1621	0.0		1756	-0.3
			31 F	0338	1.5
				1844	-0.3

AUGUST 2009

Day	Time	Ht.	Day	Time	Ht.
	h.m.	ft.		h.m.	ft.
1 Sa	0424	1.5	16 Su	0334	1.6
	1928	-0.3		1935	-0.4
2 Su	0501	1.4	17 M	0355	1.6
	2002	-0.3		0332	1.5
				0946	1.6
				1934	-0.5
3 M	0524	1.4	18 Tu	0418	1.6
	2042	-0.3		0756	1.5
				1158	1.6
				2350	-0.4
4 Tu	0531	1.3	19 W	0436	1.5
	0837	1.2		0342	1.3
	1226	1.3		1331	1.6
	2114	-0.2		2122	-0.3
5 W	0536	1.3	20 Th	0456	1.4
	0935	1.2		0354	1.1
	1325	1.3		1455	1.5
	2142	-0.1		2212	0.0
6 Th	0545	1.3	21 F	0515	1.4
	1014	1.1		1327	0.8
	1431	1.3		1518	1.5
	2208	0.0		2300	0.3
7 F	0558	1.3	22 Sa	0533	1.3
	1052	1.0		1122	0.6
	1522	1.1		1644	1.4
	2235	0.1		2349	0.6
8 Sa	0611	1.2	23 Su	0349	1.3
	1135	0.8		1216	0.4
	1556	1.0		1915	1.4
	2303	0.3			
9 Su	0622	1.2	24 M	0040	0.9
	1214	0.7		0503	1.3
	1804	1.0		1311	0.2
	2316	0.5		2356	1.4
10 M	0628	1.2	25 Tu	0143	1.2
	1237	0.5		0808	1.3
	1946	1.0		1408	0.1
				2256	1.5
11 Tu	0033	0.8	26 W	1509	0.0
	0624	1.2			
	1341	0.3			
	2141	1.1			
12 W	0033	1.3	27 Th	0115	1.6
	0624	1.2		1513	0.0
	1430	0.1			
13 Th	0536	1.3	28 F	0236	1.6
	1526	-0.1		1717	0.0
14 F	0521	1.3	29 Sa	0328	1.6
	1626	-0.2		1916	0.0
15 Sa	0504	1.6	30 Su	0400	1.6
	1732	-0.4		1936	0.1
			31 M	0425	1.6
				1948	0.1

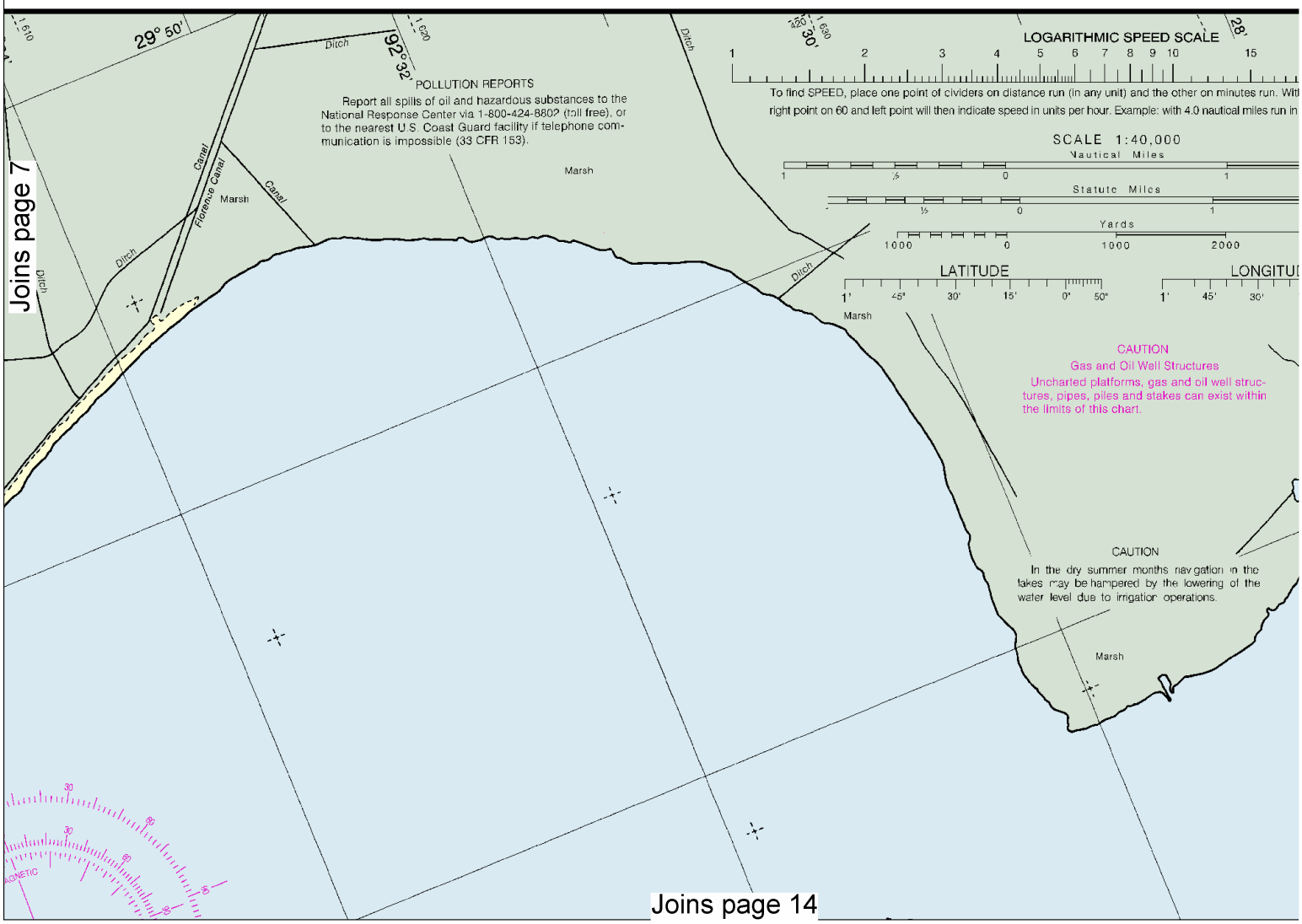
SEPTEMBER 2009

Day	Time	Ht.	Day	Time	Ht.
	h.m.	ft.		h.m.	ft.
1 Tu	0428	1.5	16 W	0313	1.6
	0909	1.3		0758	1.4
	1804	1.4		1258	1.7
	2023	0.2		2024	0.3
2 W	0418	1.5	17 Th	0326	1.6
	0901	1.3		0839	1.1
	1313	1.4		1424	1.7
	2055	0.1		2115	0.5
3 Th	0422	1.4	18 F	0343	1.5
	0918	1.2		0923	0.8
	1416	1.4		1543	1.7
	2120	0.4		2206	0.8
4 F	0429	1.4	19 Sa	0358	1.5
	0946	1.0		1007	0.6
	1519	1.4		1659	1.8
	2147	0.5		2255	1.0
5 Sa	0438	1.4	20 Su	0412	1.5
	1017	0.8		1055	0.4
	1624	1.4		1813	1.8
	2218	0.7		2347	1.3
6 Su	0446	1.4	21 M	0423	1.6
	1050	0.7		1135	0.2
	1732	1.4		1929	1.8
	2248	0.9			
7 M	0449	1.4	22 Tu	0045	1.5
	1125	0.5		0424	1.6
	1846	1.4		1221	0.2
	2322	1.1		2051	1.8
8 Tu	0444	1.4	23 W	1311	0.2
	1204	0.3		2229	1.8
	2005	1.3			
	2356	1.3			
9 W	0429	1.5	24 Th	1405	0.3
	1250	0.2			
	2143	1.5			
10 Th	0027	1.5	25 F	0055	1.8
	0415	1.8		1514	0.3
	1344	0.1			
11 F	0415	1.7	26 Sa	0220	1.8
	1449	0.3		1627	0.4
12 Sa	0426	1.8	27 Su	0257	1.8
	1502	0.3		1734	0.4
13 Su	0400	1.8	28 M	0304	1.7
	1716	0.3		1831	0.5
14 M	0251	1.8	29 Tu	0255	1.7
	1828	0.3		1914	0.5
15 Tu	0300	1.7	30 W	0251	1.6
	0726	1.8		0831	1.4
	1913	1.7		1242	1.6
	1928	0.1		1953	0.7

OCTOBER 2009

Day	Time	Ht.	Day	Time	Ht.
	h.m.	ft.		h.m.	ft.
1 Th	0253	1.6	16 F	0210	1.6
	0634	1.2		0830	0.7
	1503	1.6		1314	1.8
	2026	0.8		2117	1.1
2 F	0259	1.6	17 Sa	0224	1.6
	0632	1.0		0906	0.4
	1453	1.6		1323	1.9
	2059	1.0		2211	1.3
3 Sa	0304	1.6	18 Su	0235	1.6
	0912	0.8		0943	0.2
	1538	1.7		1726	2.0
	2133	1.1		2304	1.5
4 Su	0309	1.6	19 M	0248	1.6
	0940	0.6		1020	0.1
	1558	1.7		1826	2.0
	2209	1.3			
5 M	0311	1.6	20 Tu	0001	1.6
	1011	0.4		0246	1.7
	1753	1.8		1059	0.1
	2246	1.5		1926	1.9
6 Tu	0307	1.6	21 W	1140	0.1
	1040	0.2		2031	1.9
	1901	1.9			
	2322	1.6			
7 W	0300	1.7	22 Th	1225	0.2
	1130	0.1		2152	1.8
	2013	1.9			
	2354	1.7			
8 Th	0259	1.6	23 F	1315	0.3
	1233	0.1			
	2138	1.9			
9 F	0319	1.5	24 Sa	0111	1.8
	0310	1.9		1413	0.4
	1318	0.1			
10 Sa	0326	1.9	25 Su	0136	1.7
	1426	0.2		1517	0.5
11 Su	0308	1.9	26 M	0116	1.7
	1542	0.2		1625	0.6
12 M	0113	1.6	27 Tu	0112	1.6
	1702	0.3		1729	0.7
13 Tu	0130	1.6	28 W	0113	1.6
	0715	1.5		0758	1.2
	1823	1.6		1849	1.3
	1816	0.5		1824	0.8
14 W	0143	1.7	29 Th	0118	1.5
	0724	1.3		0749	1.0
	1225	1.6		1318	1.4
	1821	0.7		1815	1.0
15 Th	0157	1.6	30 F	0125	1.5
	0754	1.0		0755	0.8
	1357	1.7		1429	1.6
	2021	0.9		2002	1.1
			31 Sa	0128	1.5
				0817	0.8
				1527	1.7
				2048	1.3

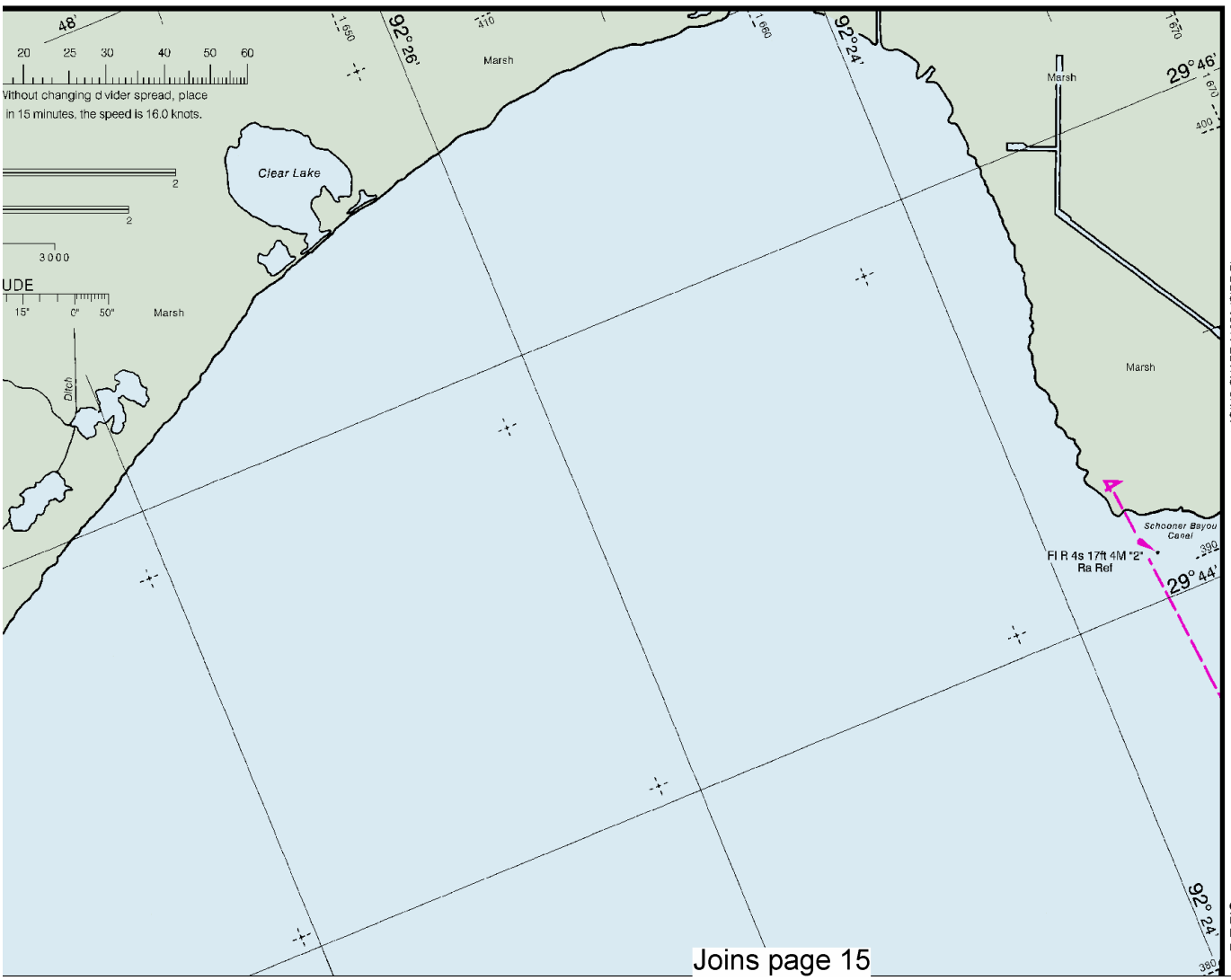
ngs.
hours.



Printed at reduced scale. ~~SCALE 1:40,000~~ Nautical Miles See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000



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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Joins page 4

Mercator Projection
Scale 1:40,000 at 29°50'

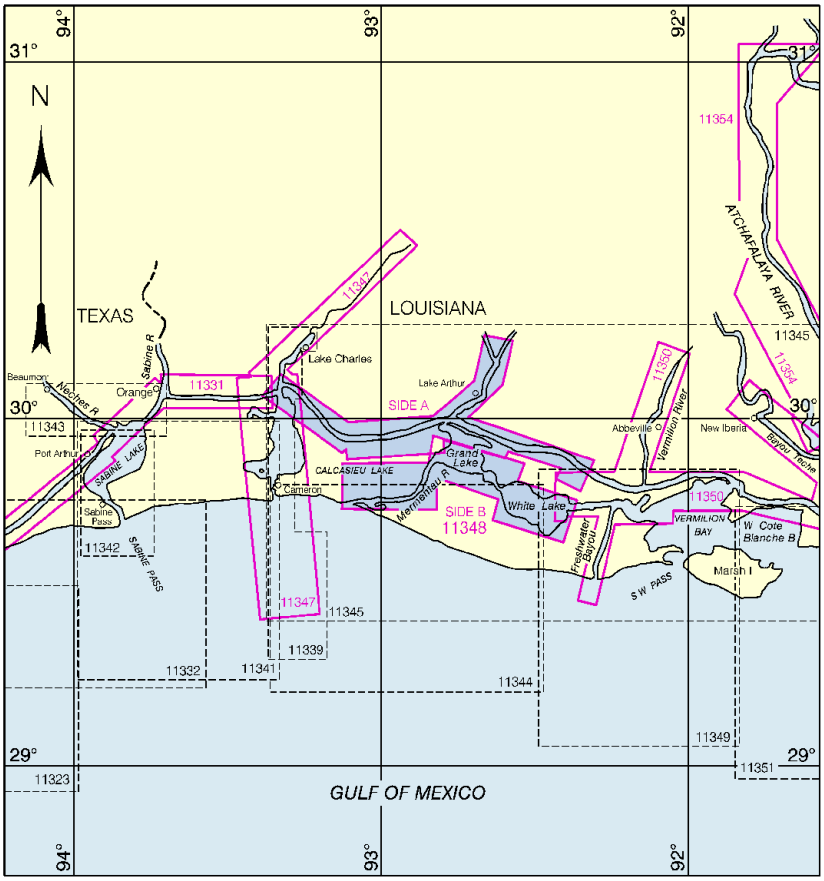
North American Datum of 1983
(World Geodetic System 1984)

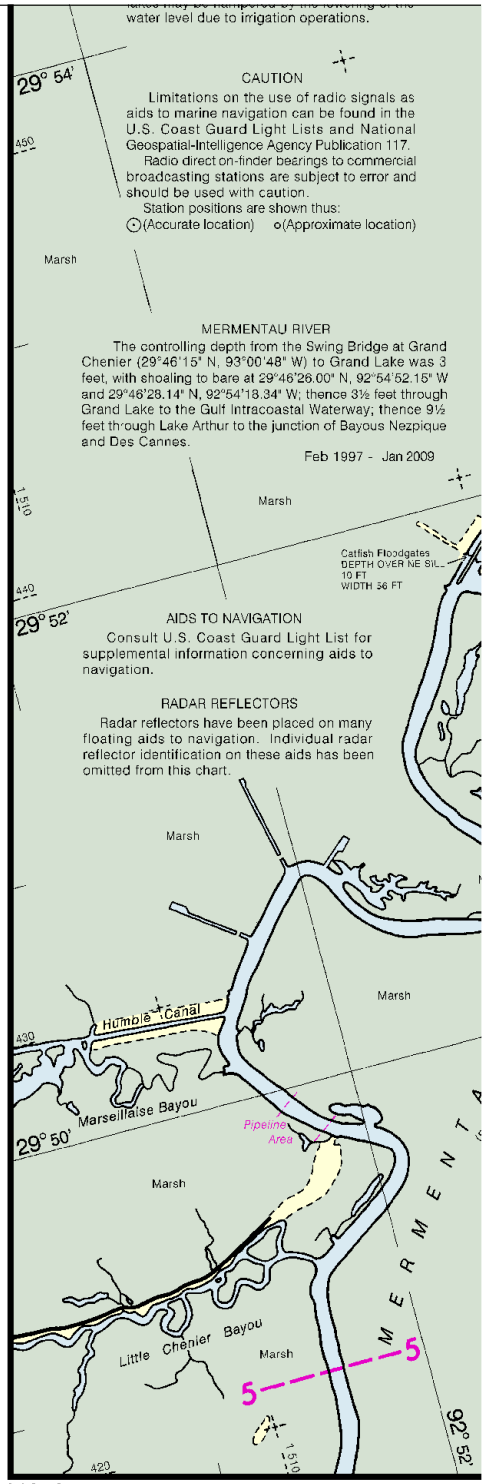
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

HEIGHTS
Heights in feet above Mean High Water.

SIDE B

NAUTICAL CHART DIAGRAM





NSN 7642014010222
NGA REFERENCE NO. 11XHA11348
ED. NO. 22

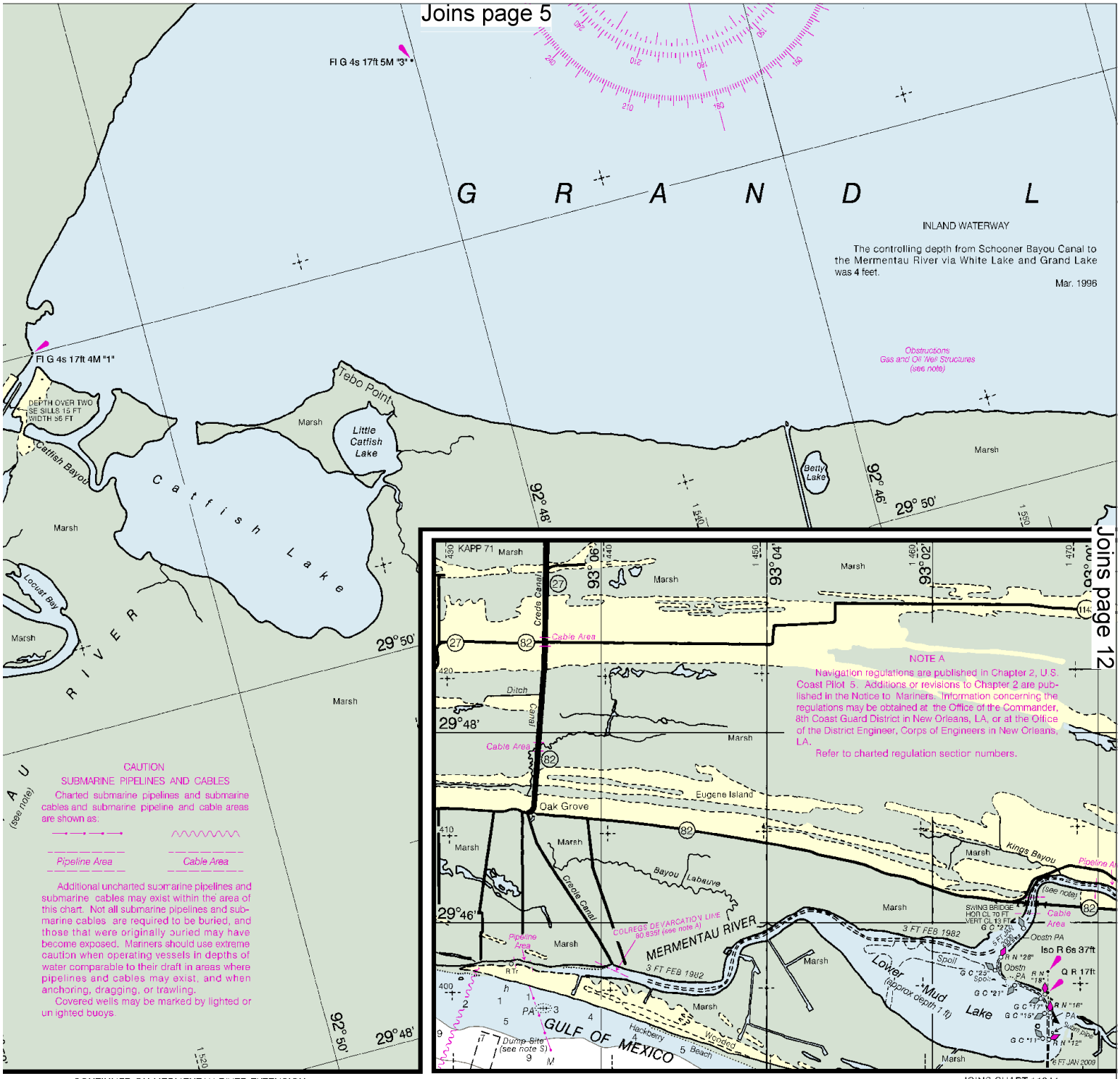
Joins page 16

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles
1 ½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000

Joins page 5



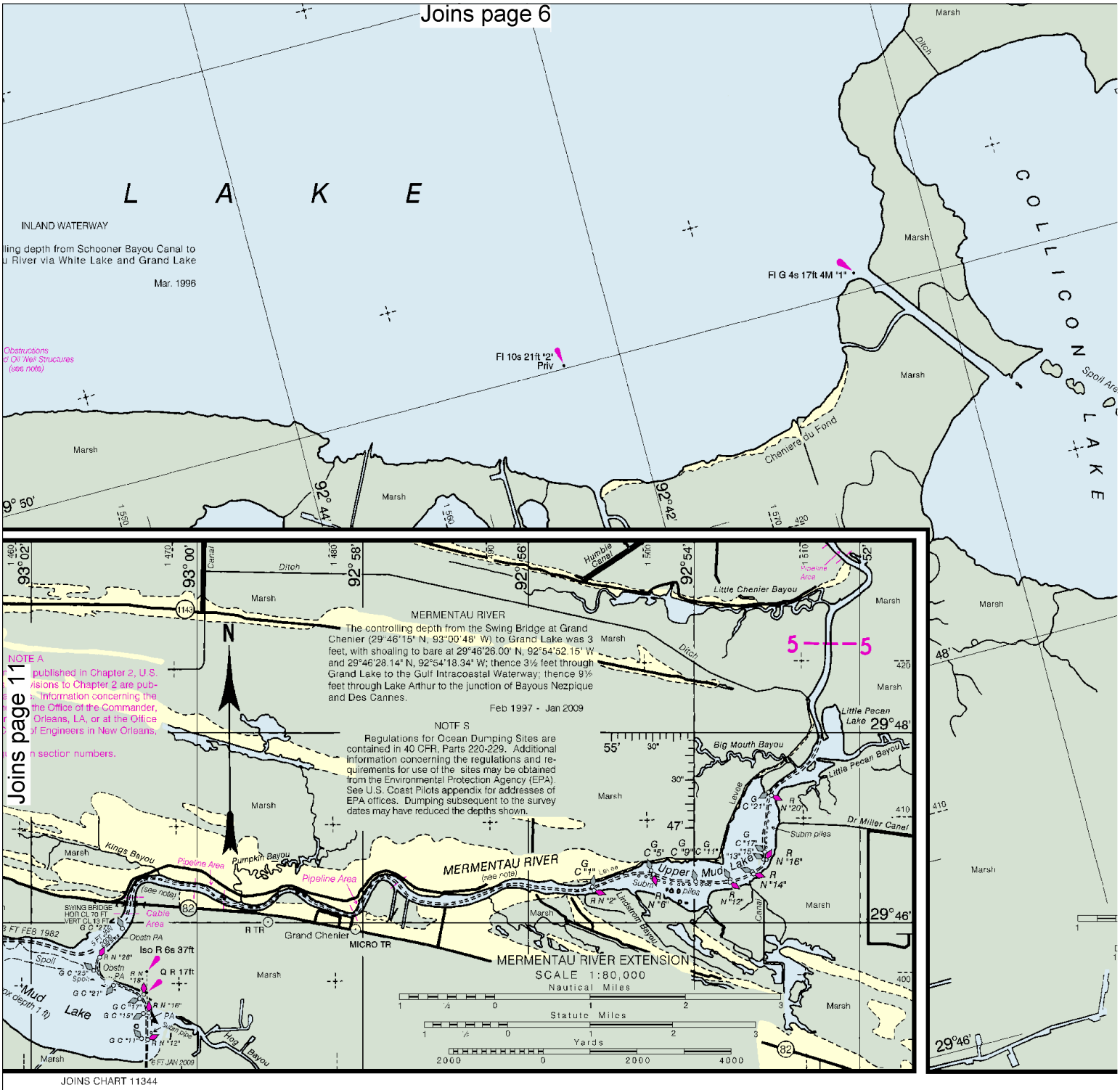
Joins page 12

May 27/08 CONTINUED ON MERMENTAU RIVER EXTENSION

JOINS CHART 11344

Joins page 17

Joins page 6



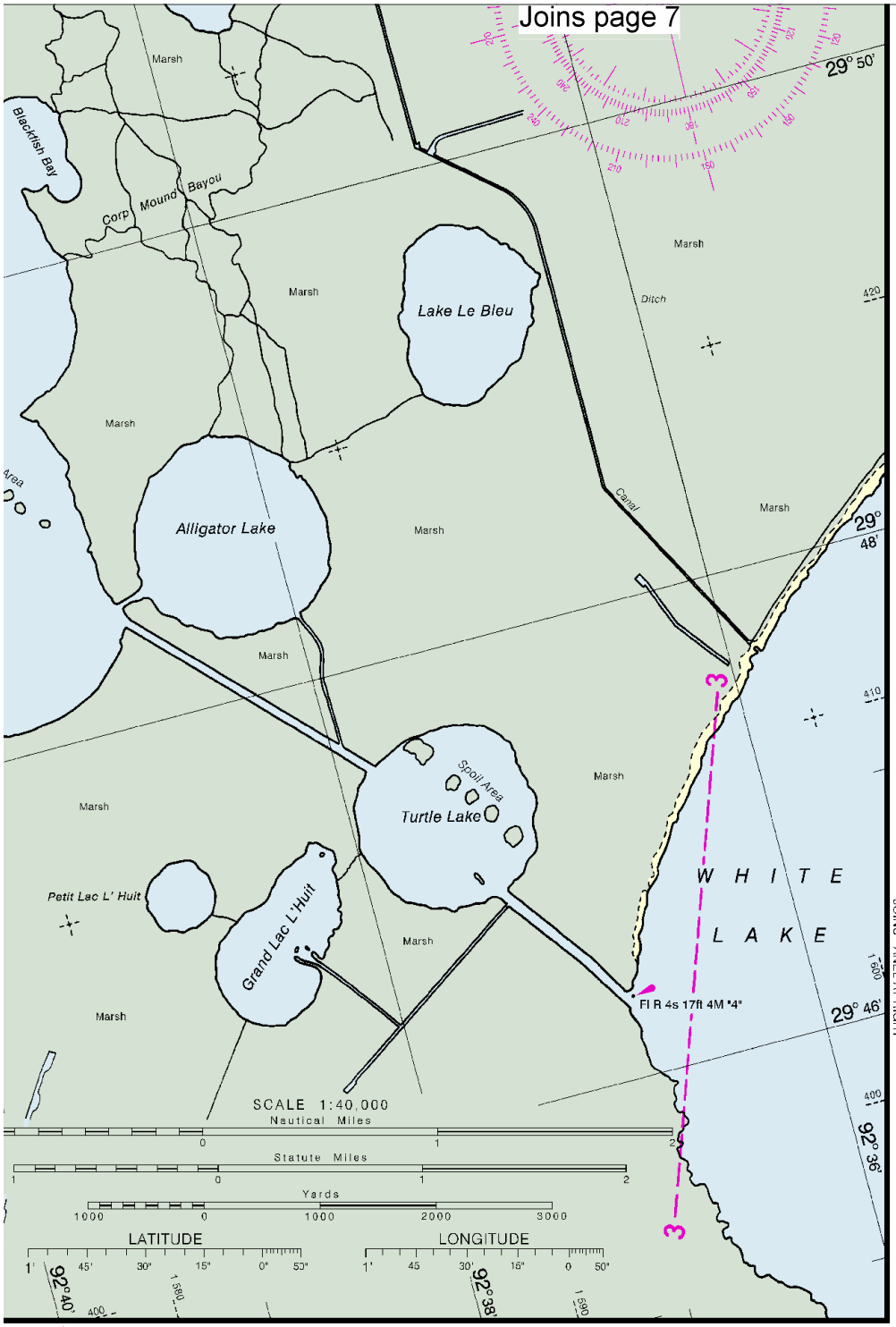
JOINS CHART 11344

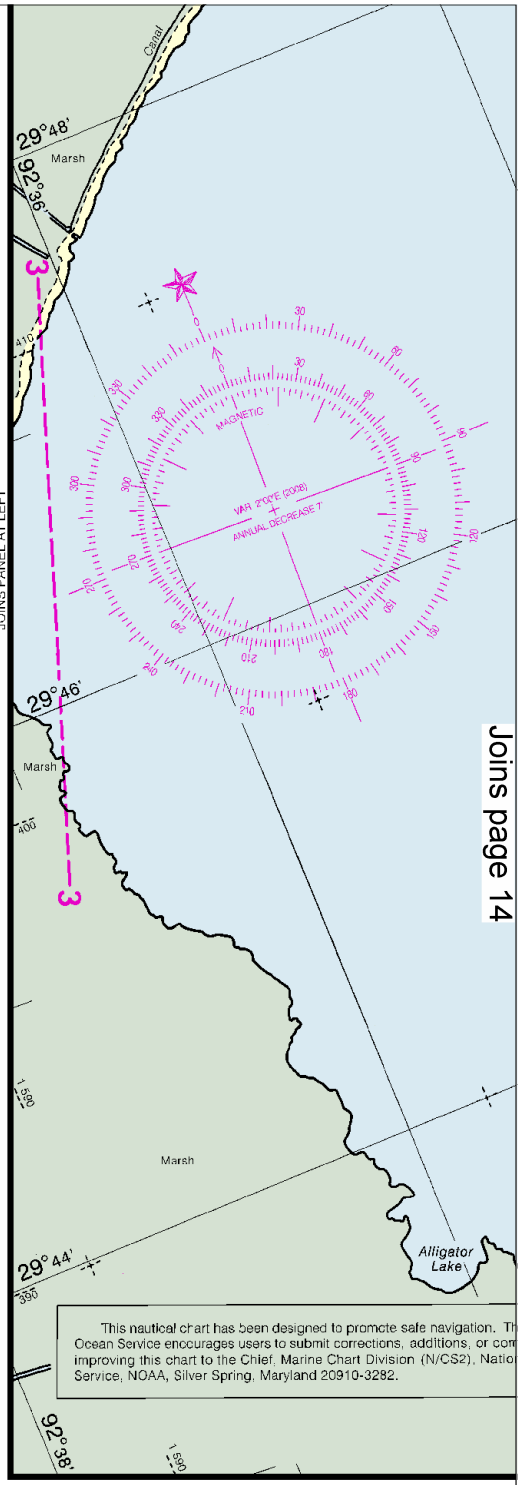
Joins page 18

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles
1 ½ 0 1 2 3
Yards
1000 0 1000 2000 3000 4000 5000

Joins page 7

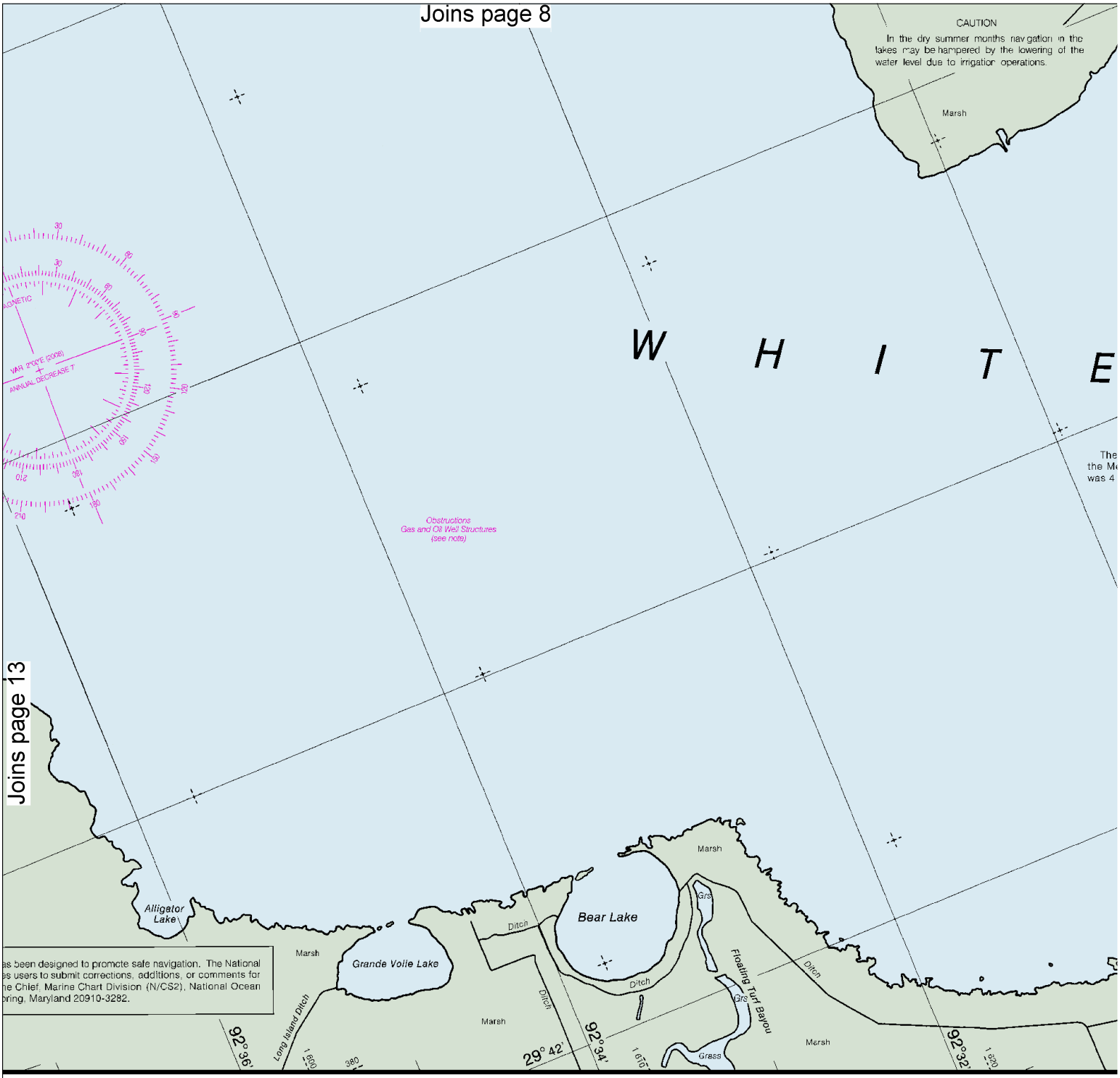




Joins page 14

Joins page 19

Joins page 8



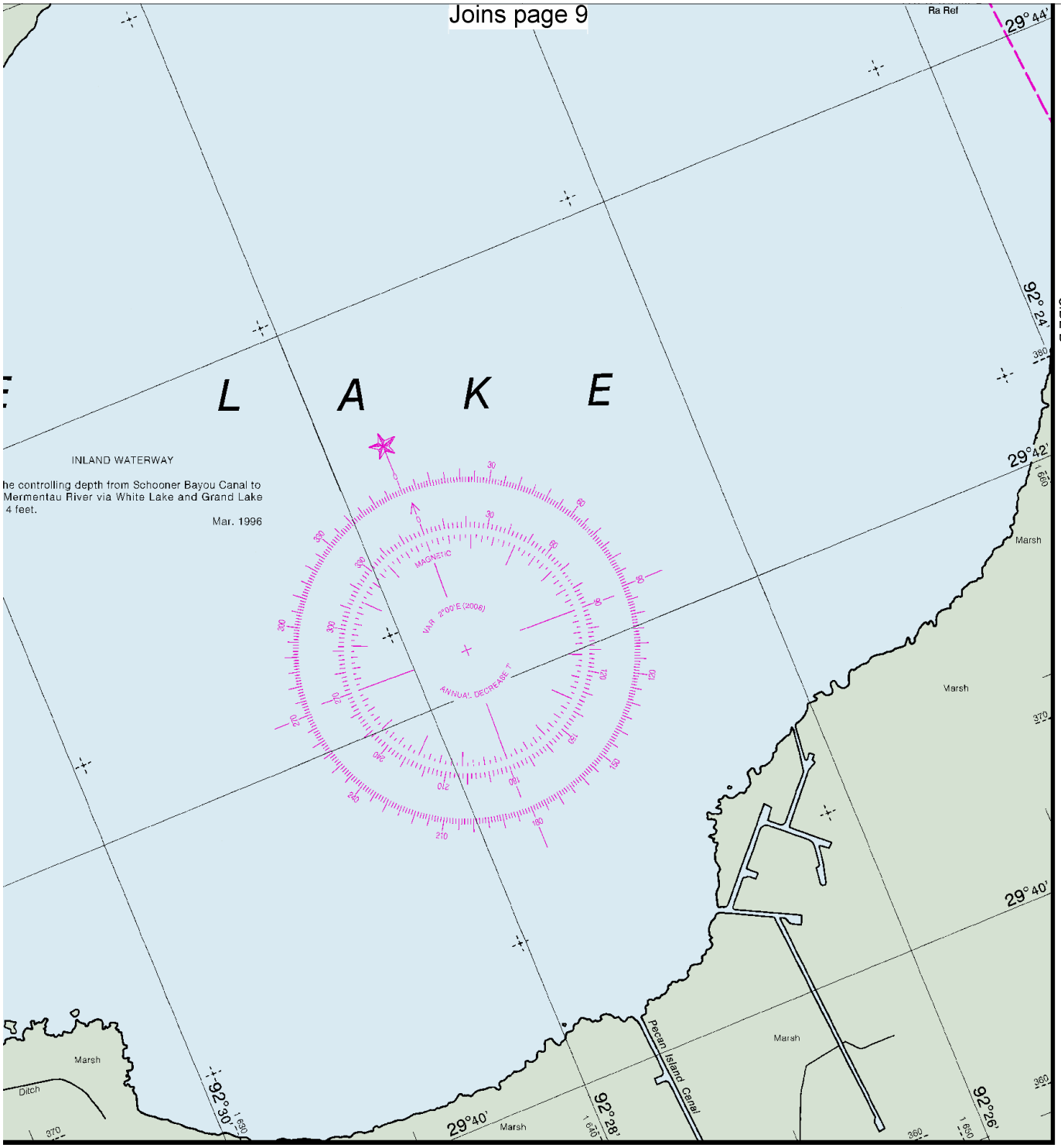
Joins page 20

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles
1 ½ 0 1 2 3

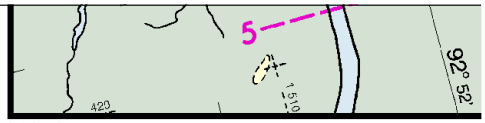
Yards
1000 0 1000 2000 3000 4000 5000

Joins page 9

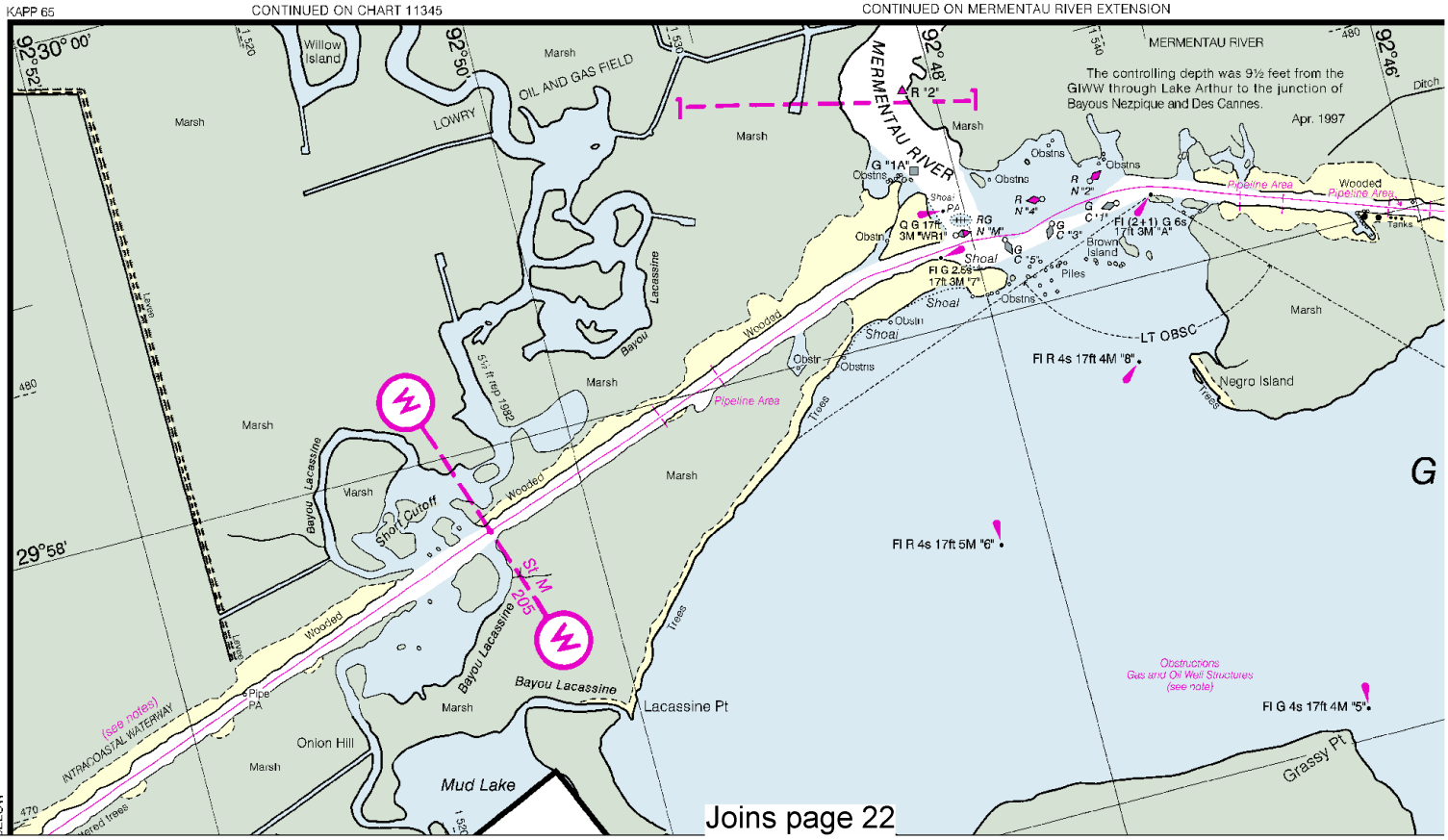


Joins page 21

Joins page 10



KAPP 65
CONTINUED ON CHART 11345
CONTINUED ON MERMENTAU RIVER EXTENSION



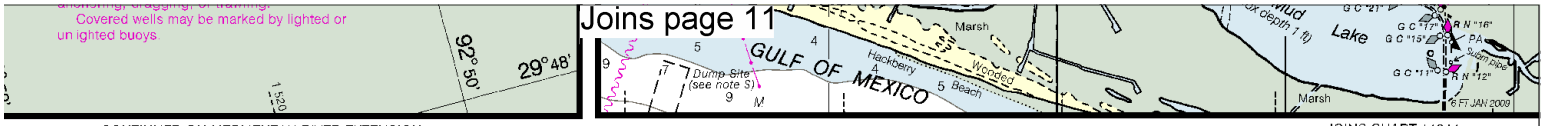
Joins page 22

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles
1 ½ 0 1 2 3

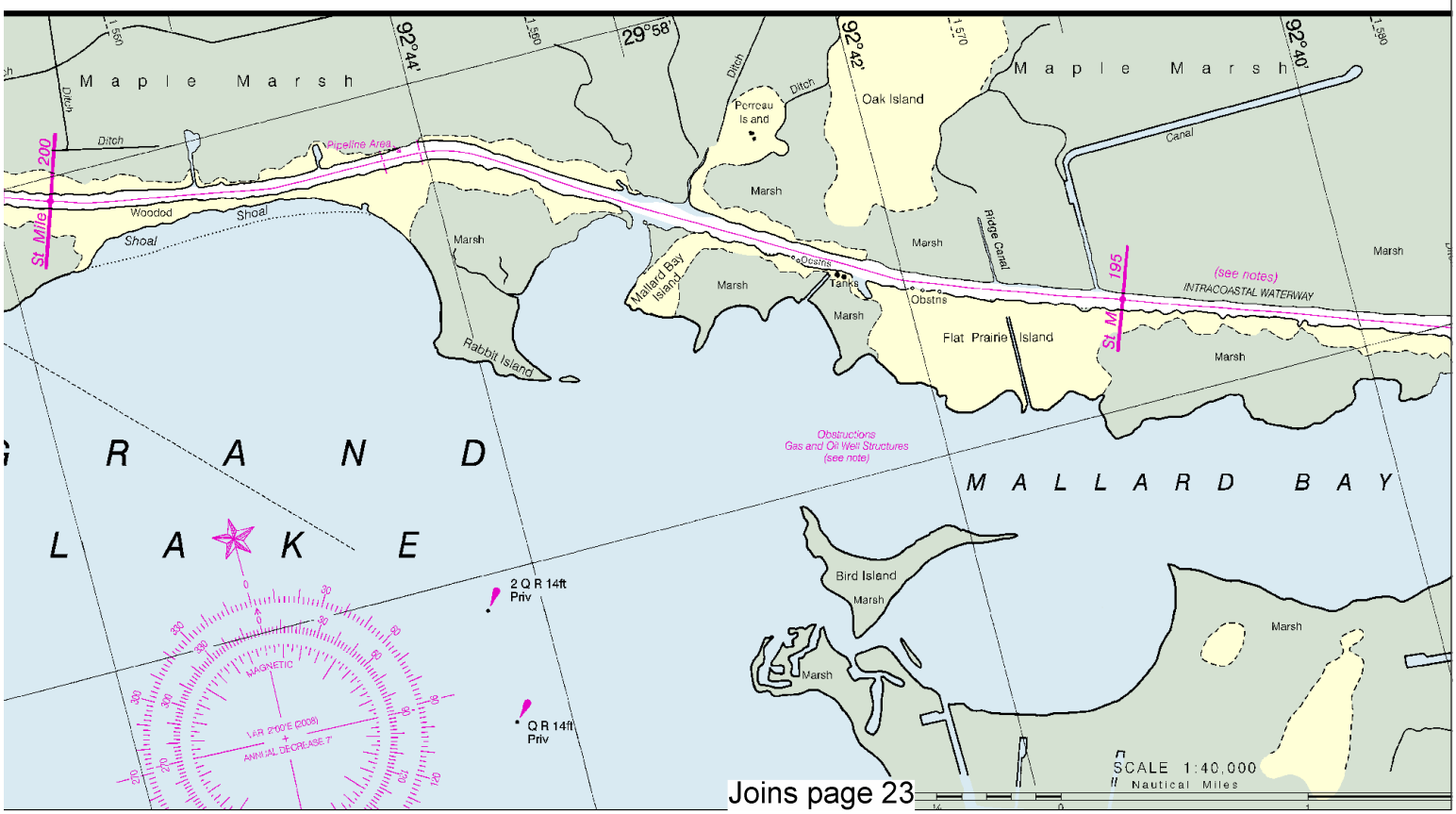
Yards
1000 0 1000 2000 3000 4000 5000

See Note on page 5.



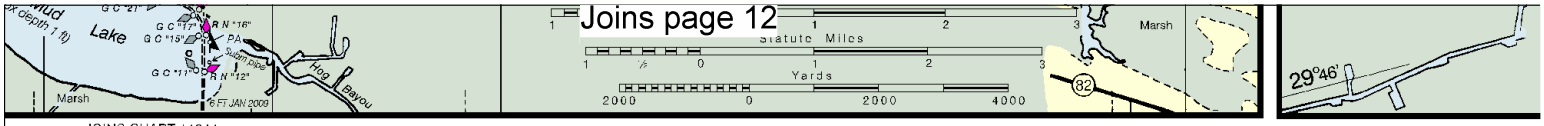
May 27/08 CONTINUED ON MERMENTAU RIVER EXTENSION JOINS CHART 11344

Joins page 18



Joins page 23

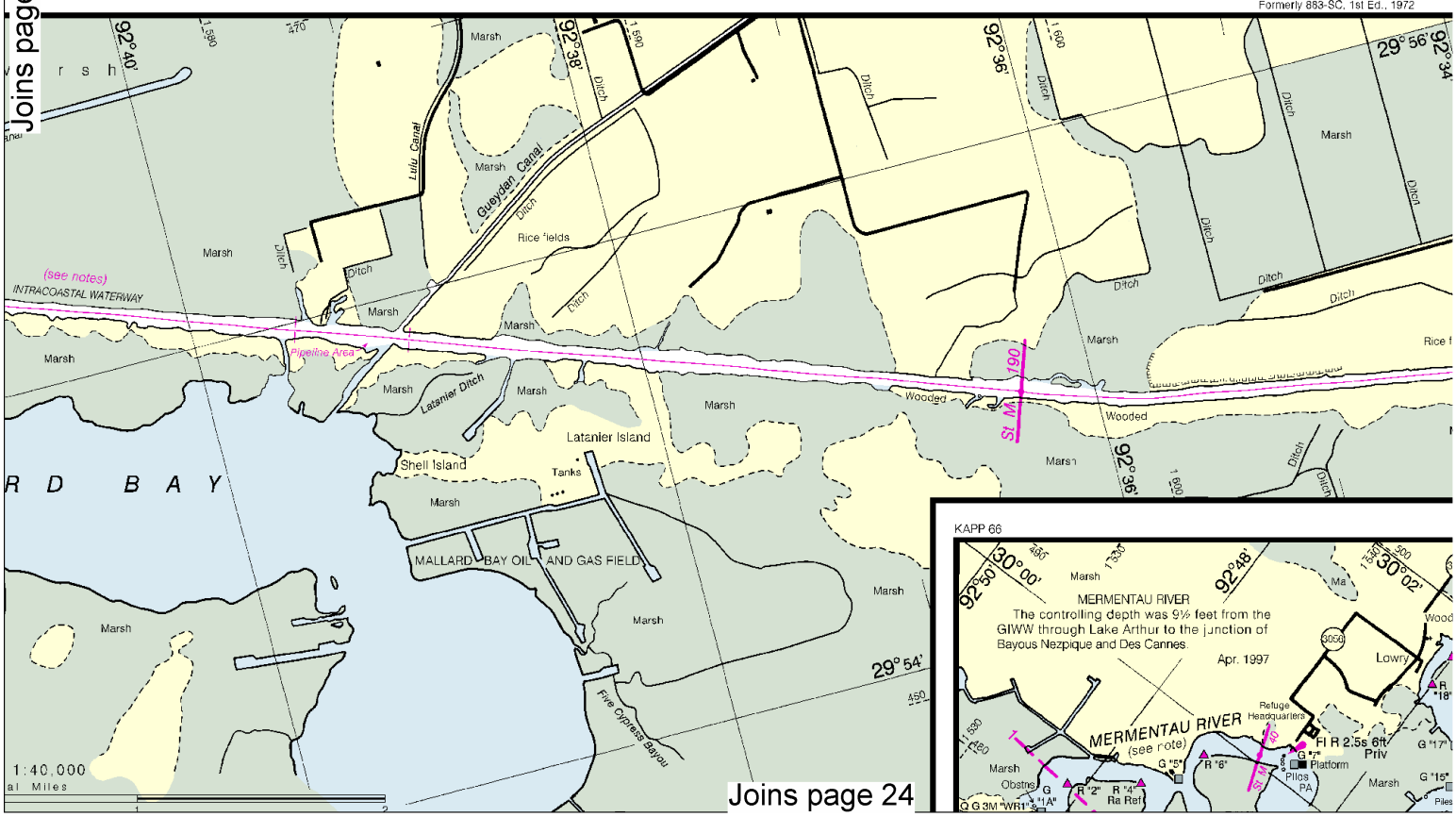
Joins page 12



JOINS CHART 11344

Joins page 17

Formerly 883-SC, 1st Ed., 1972



Joins page 24

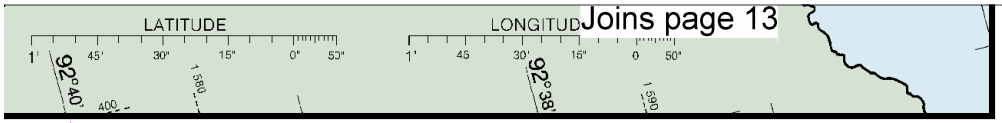
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

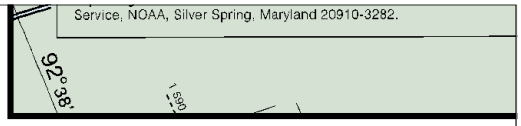
Nautical Miles

1 ½ 0 1 2 3

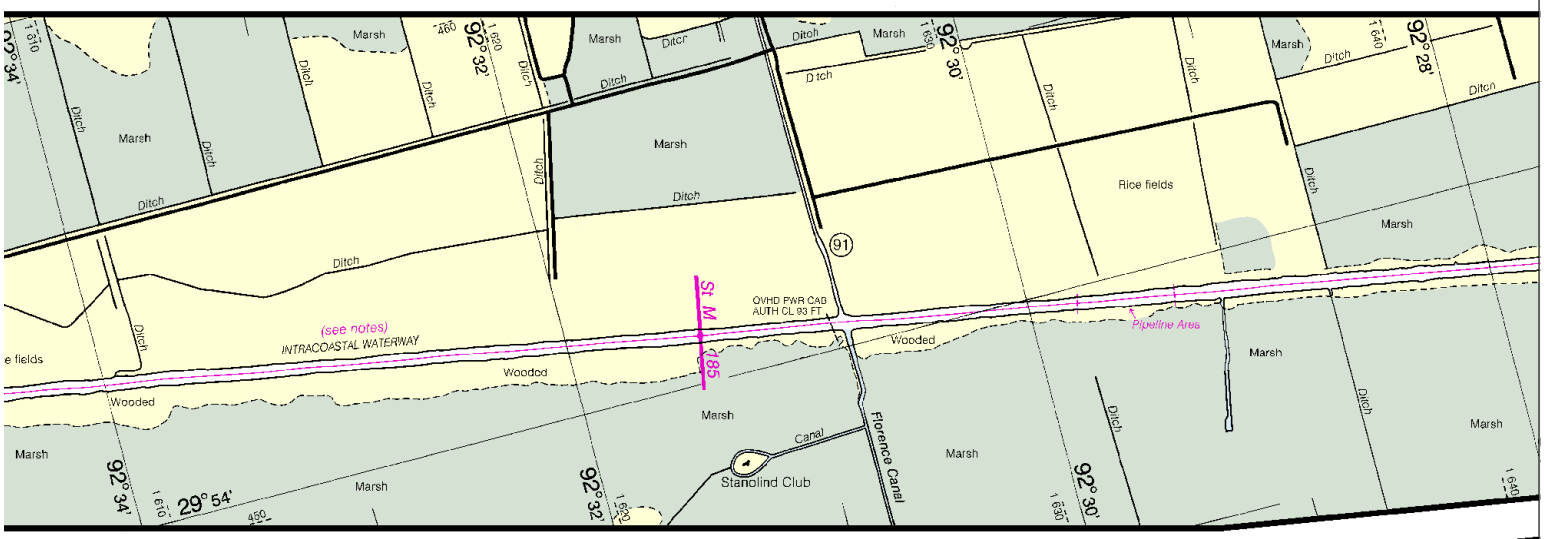
Yards

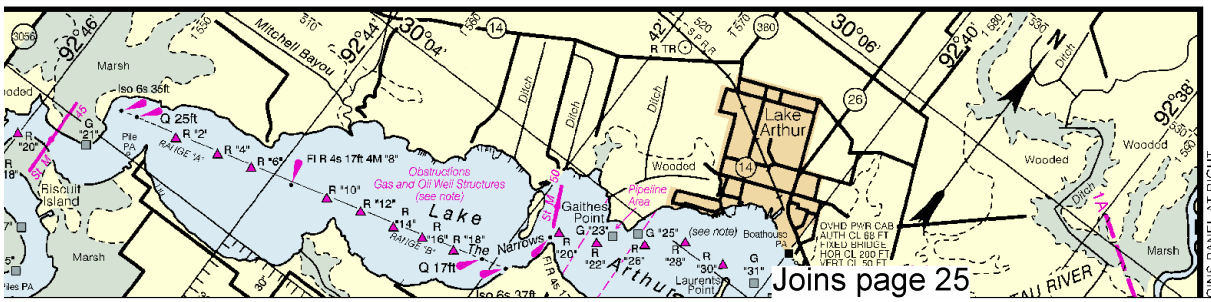
1000 0 1000 2000 3000 4000 5000

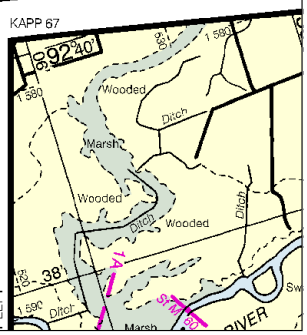




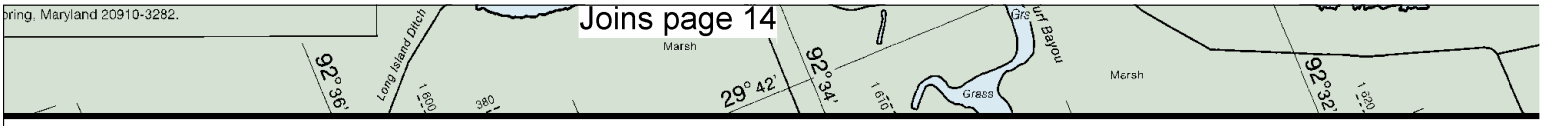
Joins page 20



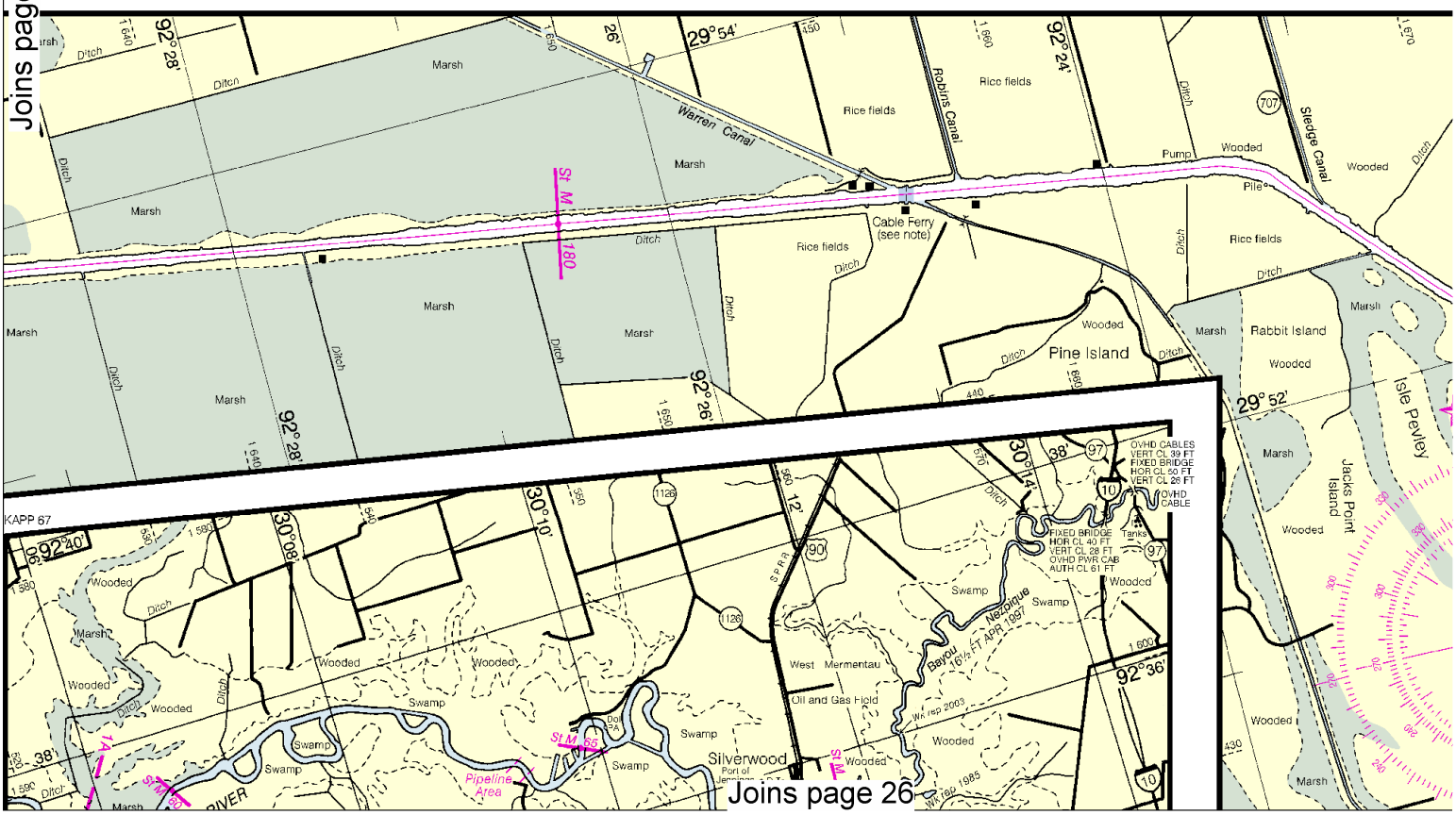




Joins page 14



Joins page 19

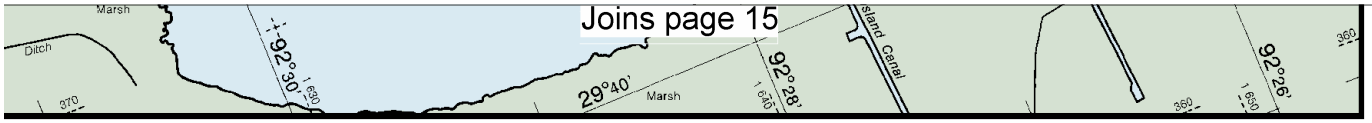


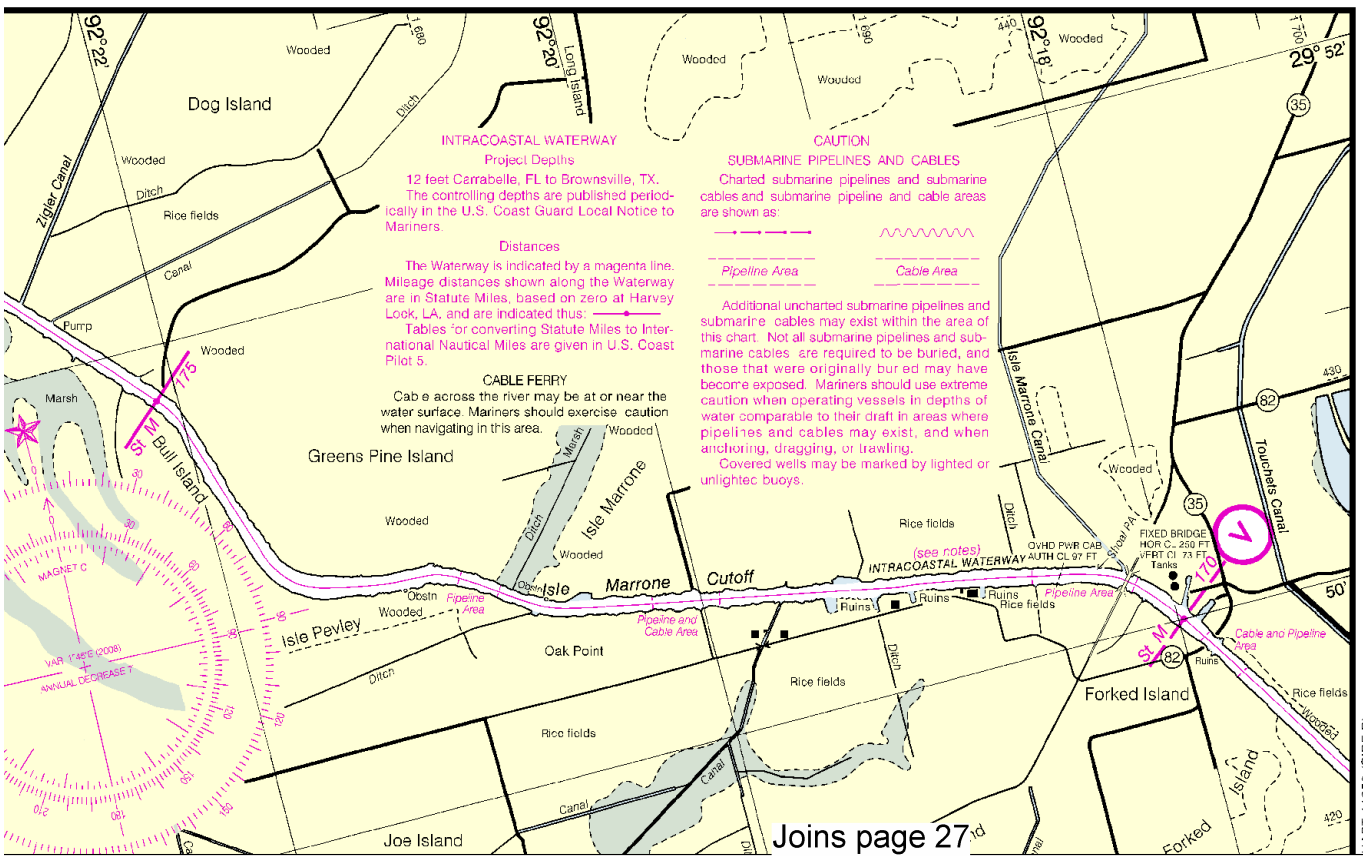
Joins page 26

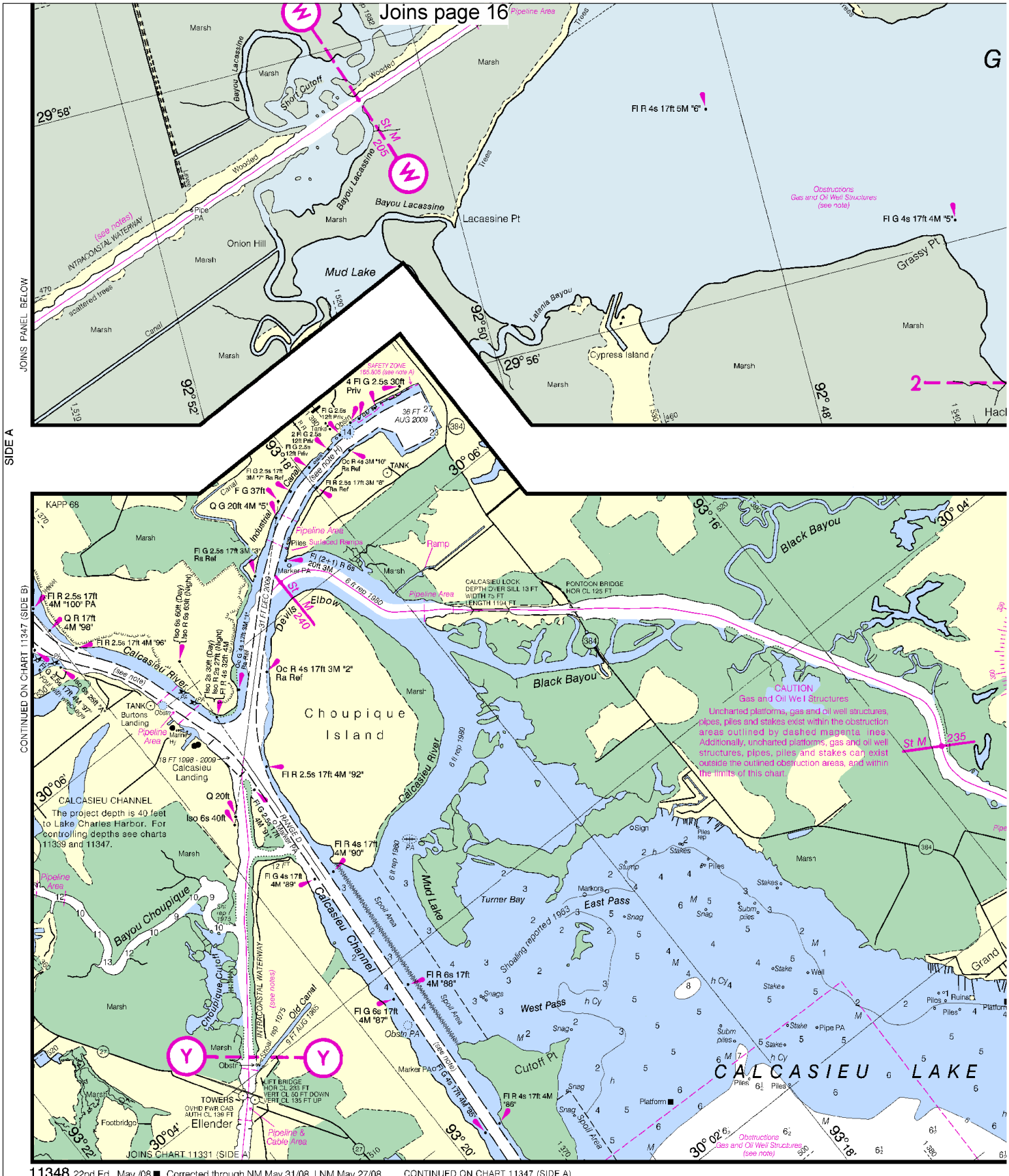
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000


Joins page 15
Marsh
Ditch
92°30'
92°28'
29°40'
Marsh
Island Canal
92°26'
11348


92°22'
92°20'
92°18'
29°52'
Wooded
Dog Island
Ditch
Zigler Canal
Rice fields
Canal
Pump
Marsh
175
St M
Bull Island
Greens Pine Island
Long Island
INTRACOASTAL WATERWAY
Project Depths
12 feet Carrabelle, FL to Brownsville, TX.
The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.
Distances
The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, based on zero at Harvey Lock, LA, and are indicated thus:
Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.
CABLE FERRY
Cable across the river may be at or near the water surface. Mariners should exercise caution when navigating in this area.
CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:
Pipeline Area
Cable Area
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.
Isle Marrone
Isle Marrone Canal
Touchets Canal
Cutoff
(see notes)
INTRACOASTAL WATERWAY
OVHD PWR CAB AUTH CL 97 FT
FIXED BRIDGE HOR C., 250 FT VERT CL 73 FT
Tanks
Shoal Pt
Isle Pevley
Oak Point
Obstn
Pipeline Area
Pipeline and Cable Area
Ruins
Rice fields
Forked Island
Cable and Pipeline Area
Joe Island
Forked Island
MAGNET C
VAR 1°46'E (2008)
ANNUAL DECREASE 7
Joins page 27
HART 11350 (SIDE B)

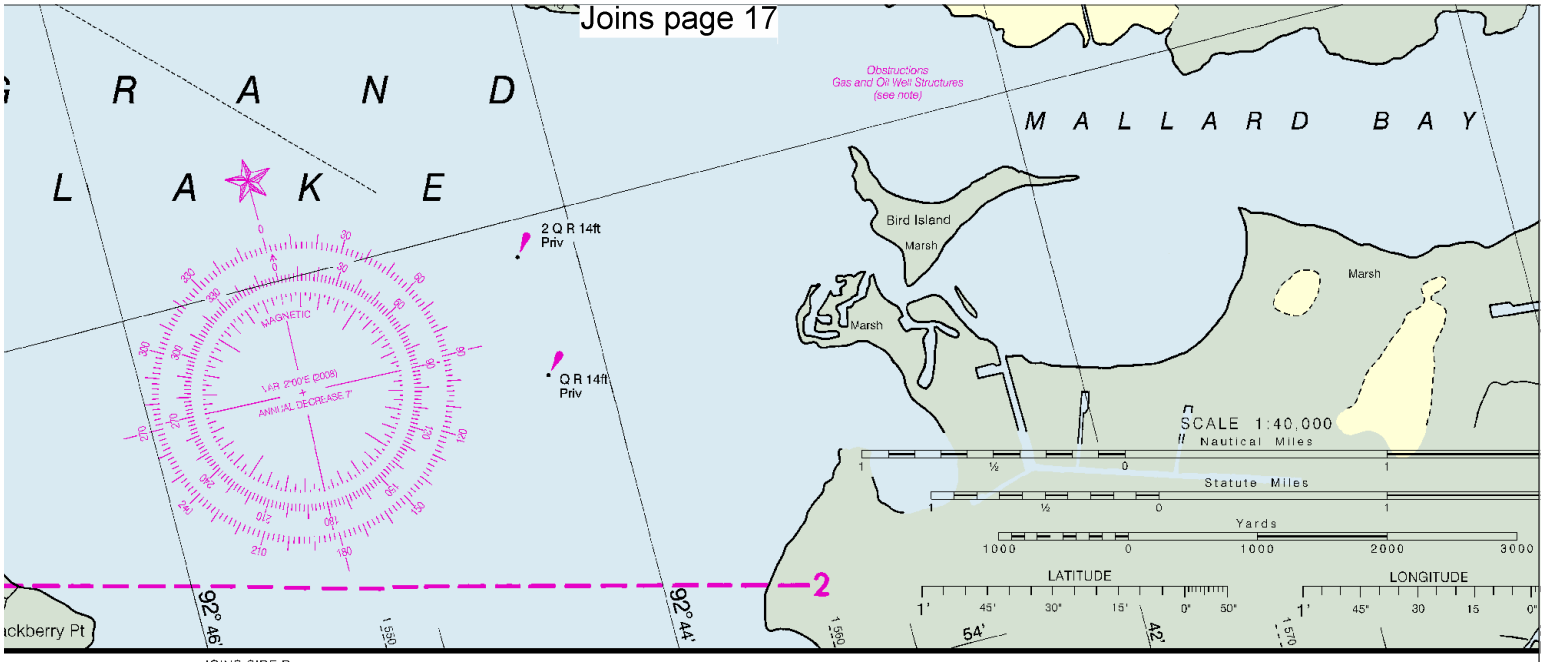


Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

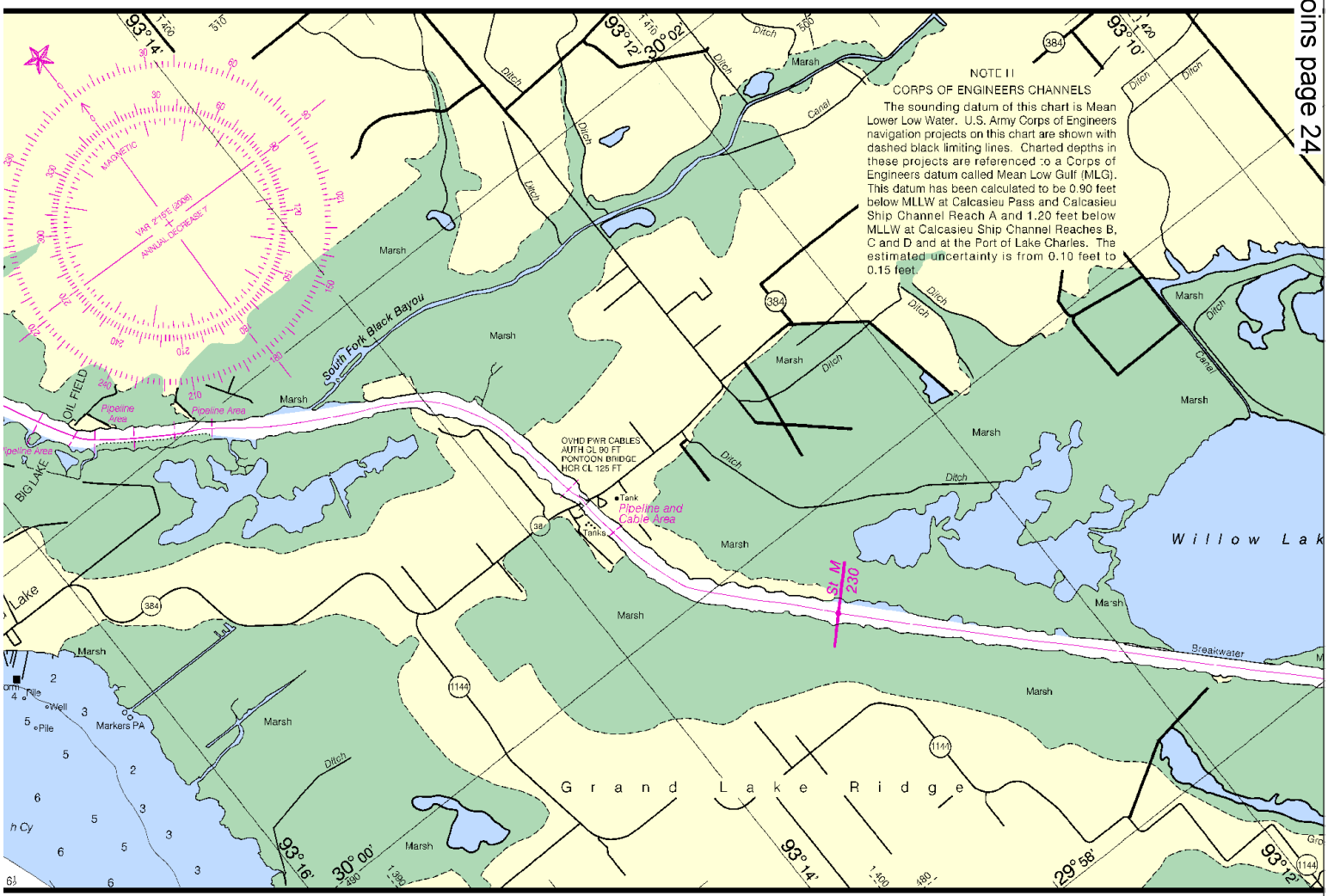
Nautical Miles
1 ½ 0 1 2 3

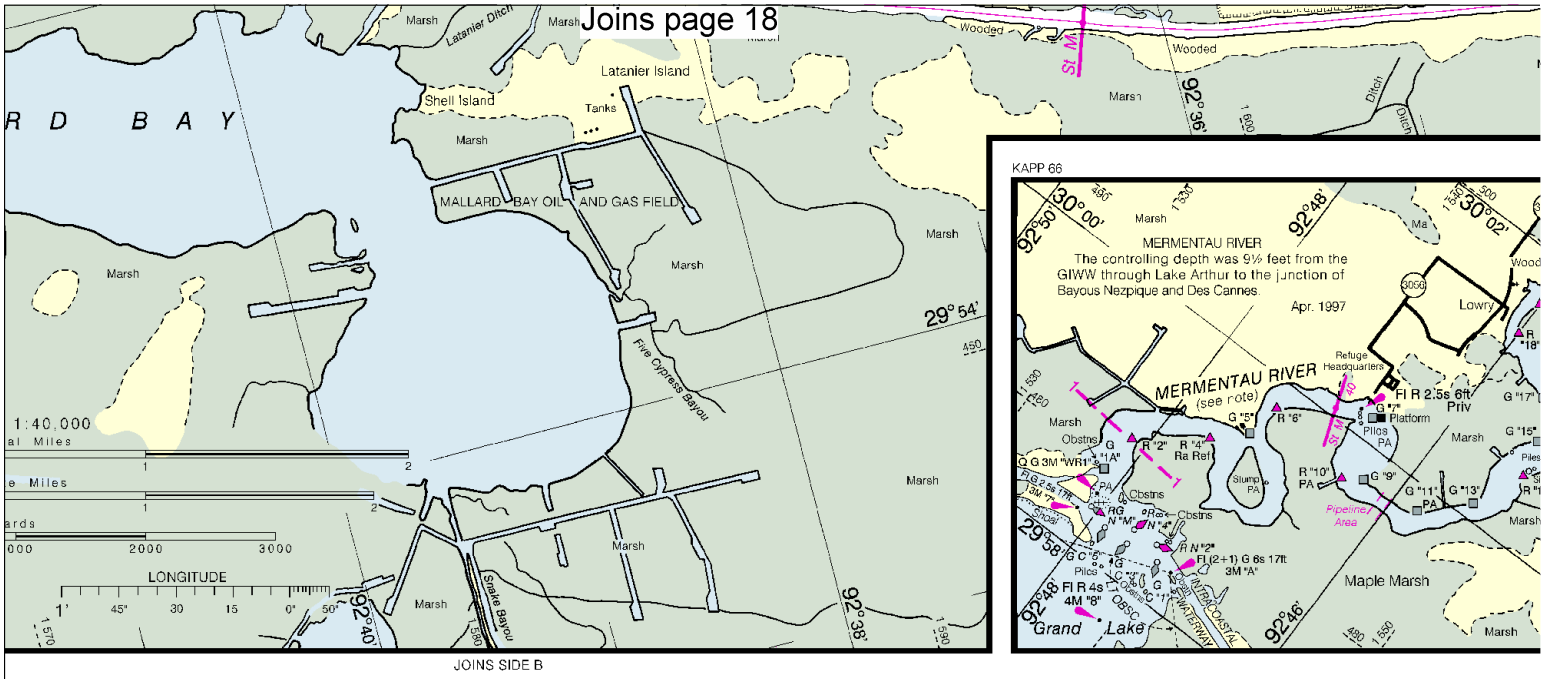
Yards
1000 0 1000 2000 3000 4000 5000

Joins page 17

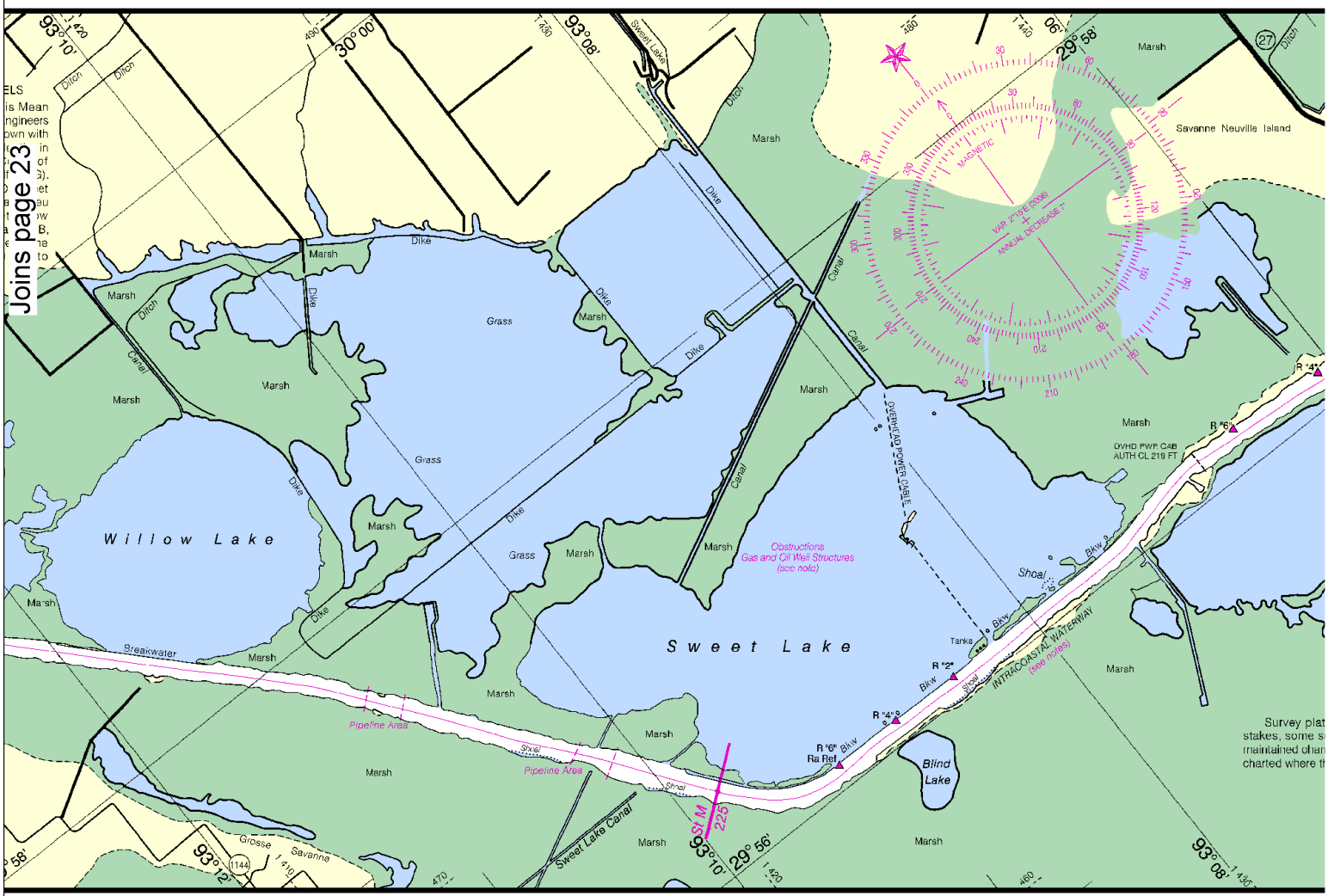


Joins page 24





JOINS SIDE B



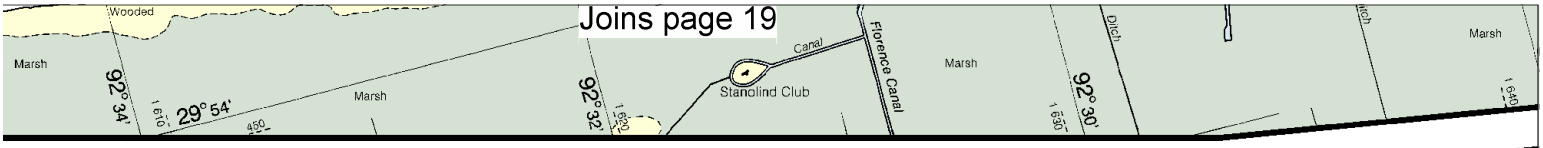
Printed at reduced scale. ~~SCALE 1:40,000~~

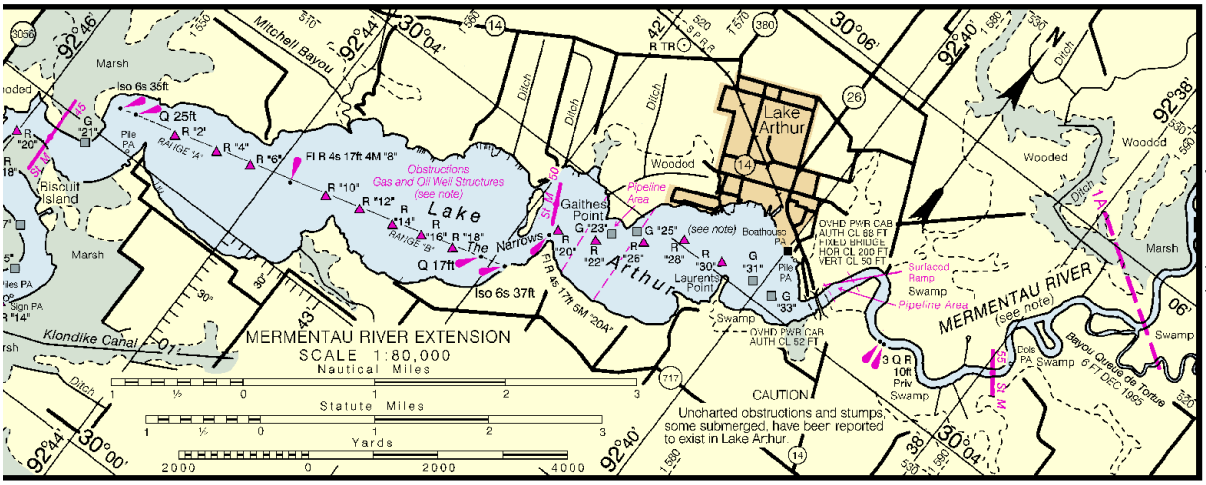
Nautical Miles: 1 ½ 0 1 2 3

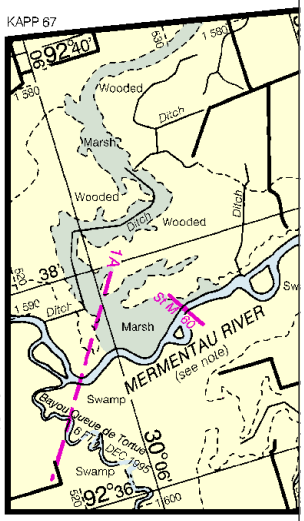
Yards: 1000 0 1000 2000 3000 4000 5000

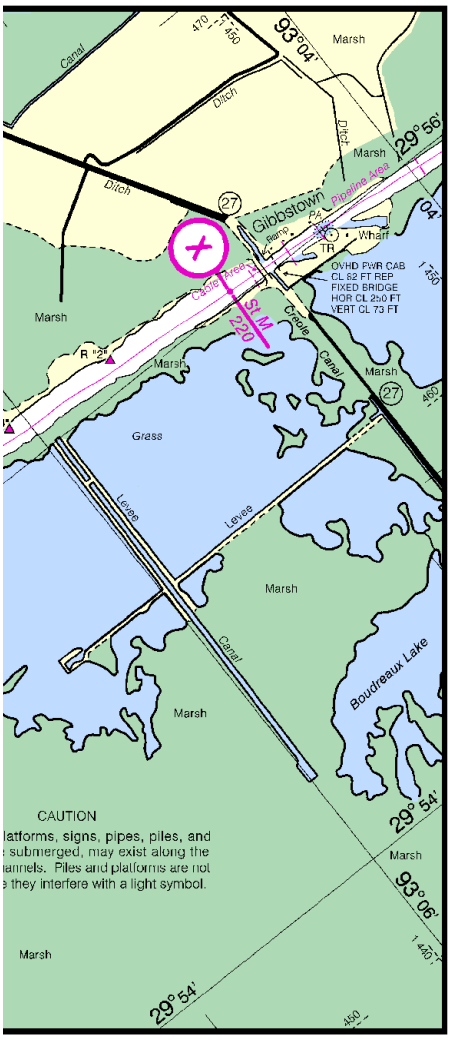
See Note on page 5.

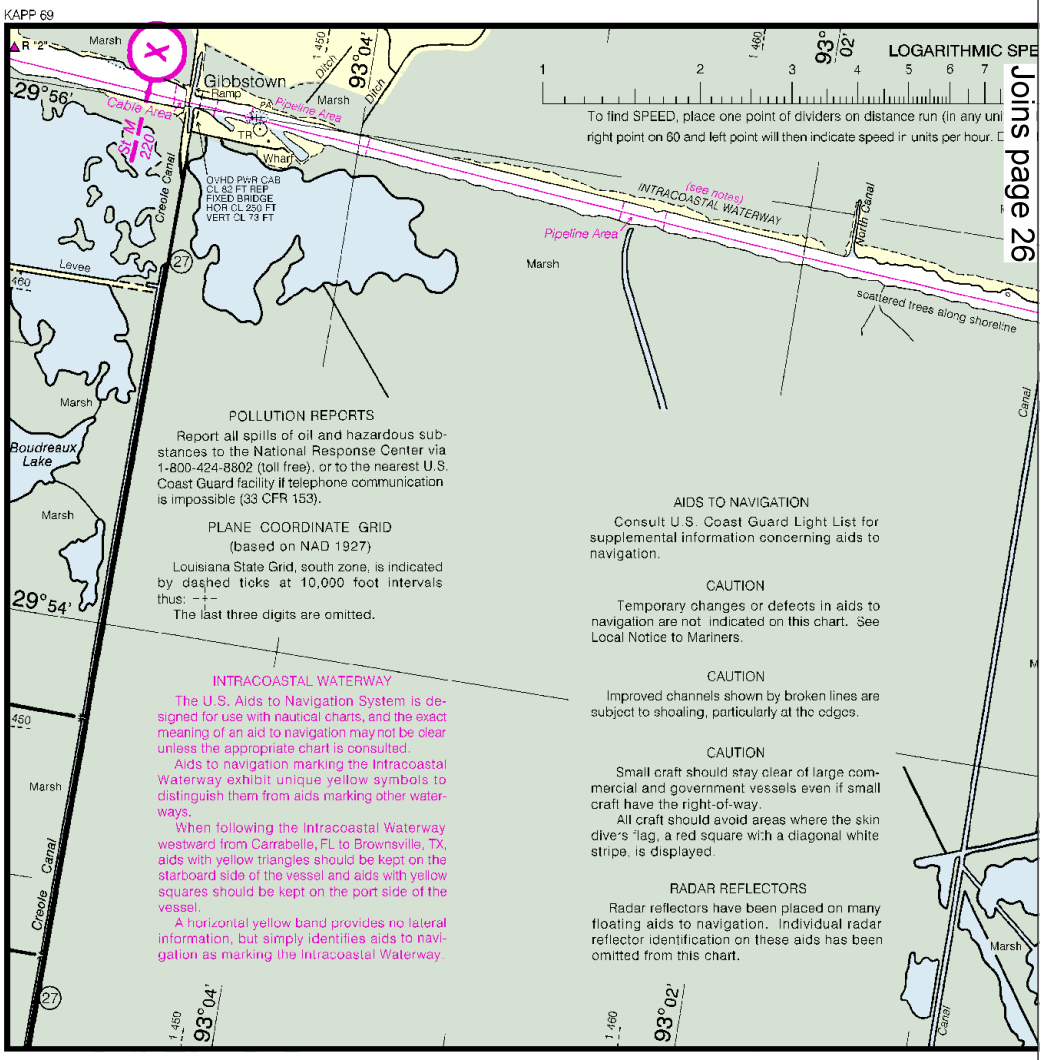
Joins page 19



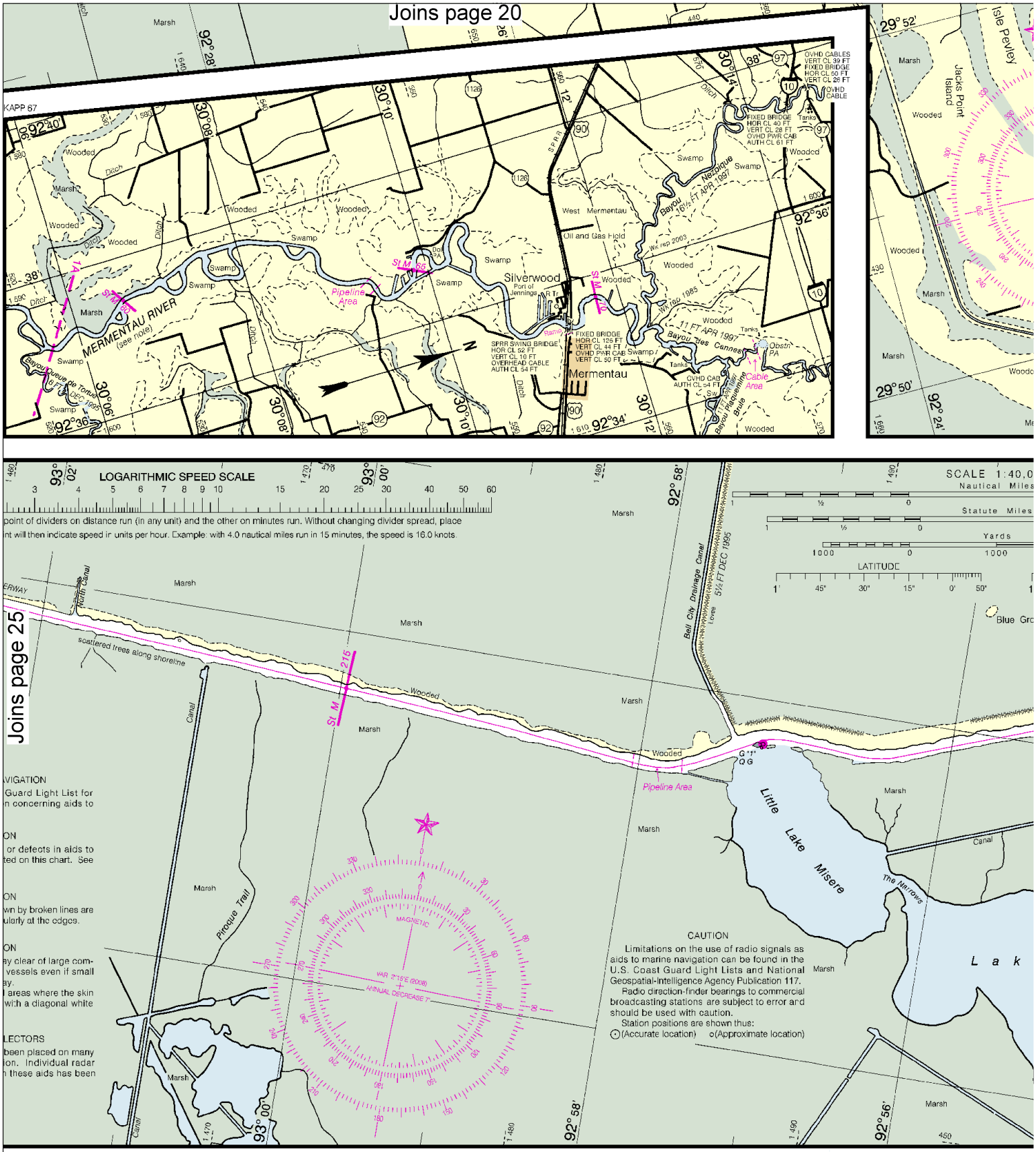








Joins page 26

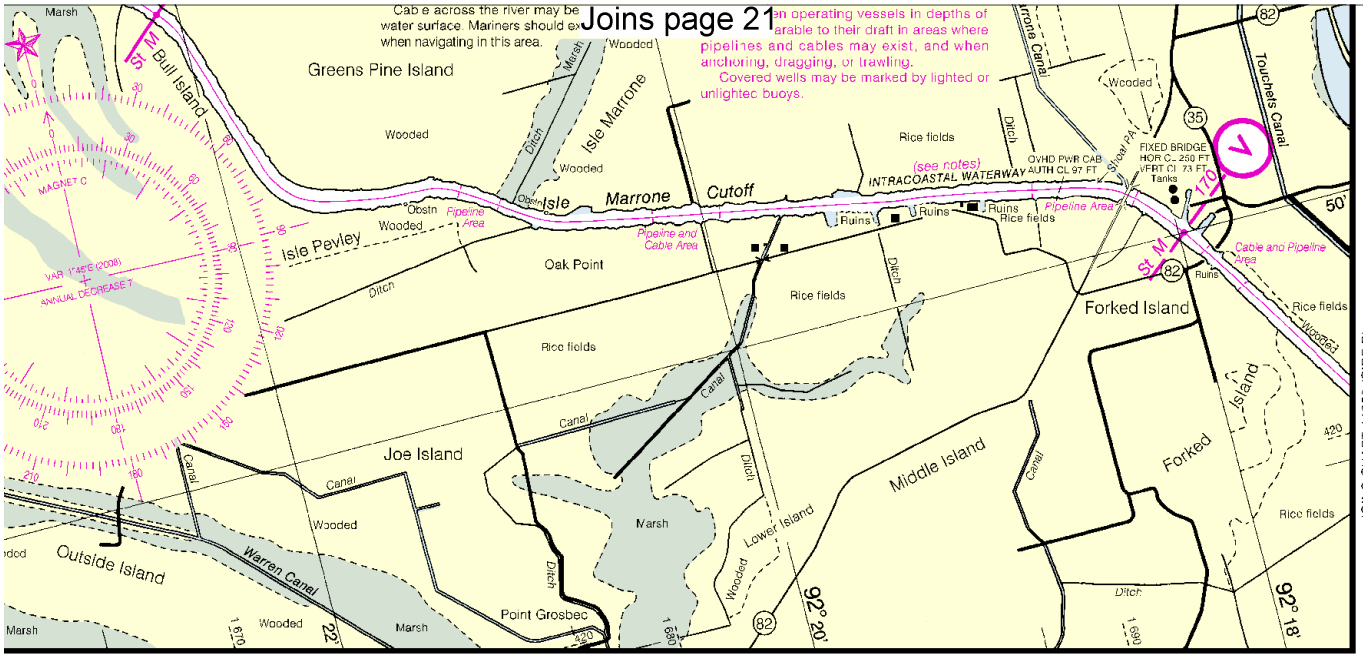


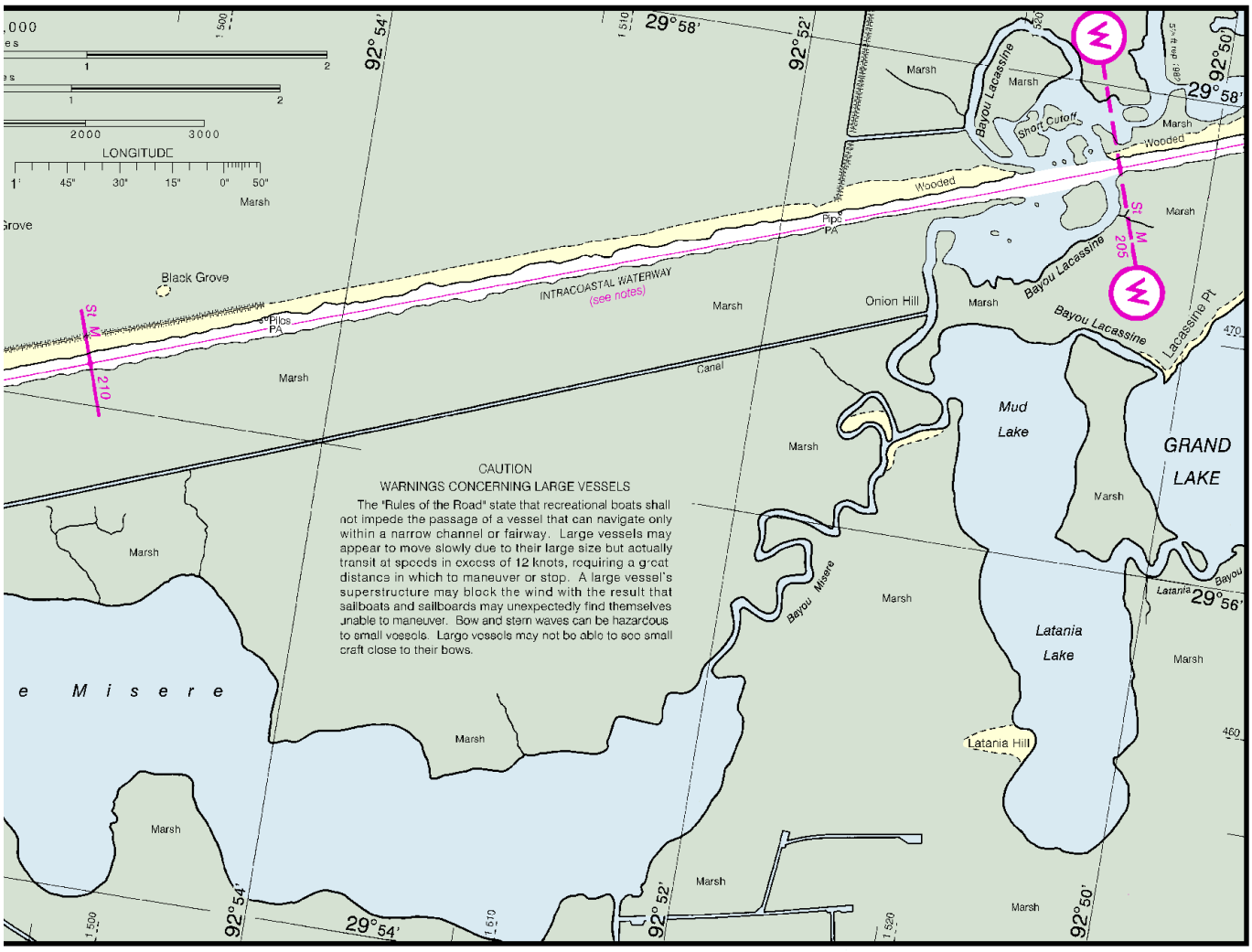
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

Joins page 21





JOINS CHART 11350 (SIDE B)

SIDE A

JOINS PANEL ABOVE

11348

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Group Galveston– 409-766-5620
Coast Guard Station Sabine – 409-971-2194
Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs™) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.